The Foundry, Calne.

A History

Compiled by Peter Buckeridge April 2025

An early picture of the Foundry circa 1898

The office is on the left, the workshops on the right. A portable engine is being worked on the left of the roadway, an elevator, trough raised, is seen in the far distance. Two men are working on a boiler and some handrail stations are ready for delivery together with some animal troughs leaning against the workshop wall ready for delivery.

This was taken before the foundry bell was installed on the workshop wall. It can be seen hanging below the roof tiles of the building on the left. This building was later demolished, remaining an open area on later as can be seen on later photographs.

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Forward

The existence of this work is largely due to the foresight of two men, both ex apprentices of E.W. Maundrell and sadly no longer with us. The first was my father, John Maundrell Buckeridge, who amassed a large collection of photographs and other material relating to the history of the foundry. The second is Martin Speary who researched the early history of the foundry with the intention of writing a history which he was editing in 1992. He eventually completed it before he died but it was never published and sadly I have not seen a copy. Both men died, John in 1999 and Martin in 2001, before a comprehensive history was finally complete for publishing which is a pity because both of them could have added a great deal of information. John was the grandson of E.W. Maundrell and the foundry was part of his life from an early age and it was there that he worked from the early 1930's until 1962. Martin was a premium apprentice at the foundry and married Frank Maundrell's daughter Anne. This history contains much of what they left behind together with some additional recently researched material.
My father, John, once wrote: *"My own memories of the Foundry date from the early 1920s when my heroes were my grandfather Maundrell and Uncle Frank with their monster traction engines snorting their way up High Street, Calne, past my father's shop. At the foundry, my brothers and I were occasionally allowed to witness the roaring, flaming furnace gushing forth molten iron running like red hot water."*

I can just remember the latter days of the foundry – casting finished in 1957. We lived on the Green, and I remember the foundry bell which rang at the start and finish of the day and the distinctive smell of the casting. Mr Welch who now owned the business, continued as main dealers for International farm machinery and I remember various items of machinery standing on some waste ground opposite the main entrance.

I have included some notes made by Mr David Everaley of Birmingham University who did some research for The Victoria County History in 1952.

I have to thank in particular the late Anne Speary (E.W. Maundrell's grand-daughter) for the use of many of her family photographs and the late Llew Bedder who helped with the list of traction engines used by Maundrells.

Thanks also to Mr Martin Watts who in the late 1980's provided my father, John Maundrell Buckeridge with details of the Maundrell water wheels Martin had surveyed.

Peter Buckeridge

This work was originally started in 2008 mainly for family interest and has since expanded with additional information following internet research and many photographs have been added mainly from the writer's collection. Thanks go to my brother Nicholas read through a copy and pointed out a few of my errors which have been corrected.

1. Introduction

During the 19th century, most market towns in Great Britain had at least one engineering establishment meeting the needs of the local population. The small market town of Calne in Wiltshire was no exception. The foundry proper, the smelting and casting of iron probably started in about 1875 although George Gough was a brass founder as early as 1855. The foundry work continued into the middle 20th century the casting actually finishing in 1957. The engineering business continuing in various forms almost into the 21st century.

There is a record in J. Pigot's Commercial Directory of Wiltshire published in 1830 of a Millwright, William Pinniger, on the Green in Calne, but I have found no further details of this enterprise so this history therefore starts with the enterprise started by George Gough.

2. George Gough

A William Gough is mentioned as a carpenter at Quarr (now called Horesbrook) in 1830, again in J. Pigot's Commercial Directory of Wiltshire.

The 1841 census mentions a Gough family living in Quarr. Robert Gough, aged 65, a carpenter and probably his wife, (relationships are not recorded), Ann Carpenter. Also living in the same house, George Gough, aged 20 a Blacksmith and John Gough, also aged 20, a carpenter.

In the 1851 census George Gough is listed as an Engineer living at the Market Place in Calne.

In 1855, George Gough, started up a Smithy and an Iron and Brass foundry. George called himself a General Engineer, Iron and Brass Founder and the manufacturer of agricultural implements and machinery.

A newspaper report on court proceedings records George Gough being fined for not paying a toll for using his steam engine on the turnpike:

From the Wiltshire Independent Thursday 19th February 1857:-

George Gough is an engineer at Calne, and the owner of a thrashing-machine and steam engine, He made himself; it is fitted for thrashing corn and nothing else. He never paid tolls for his engine and was never asked. Mr Rogers addressed the bench, and cited the act 14 and 15 of Victoria, by which he contended his client was entitled to exemption. Capt. Warren *(for the bench),* after some deliberation, said it was a very nice point, but he felt bound to convict the defendant in the nominal fine of 1s and costs.

A newspaper advertisement dated 1859:

GEORGE GOUGH

HORSEBROOK WORKS, CALNE, WILTSHIRE

ENGINEER

SMITH, BRASSFOUNDER AND MACHINEST

ALL KINDS OF SMITHS' WORK EXECUTED ON THE SHORTEST NOTICE

AT THE LOWEST PRICES

N.B. STEAM THRASHING MACHINES LET ON HIRE

By 1861 census gives the following:

George Gough.	Head. of the family	married	aged *39*	born at Calne
master engineer & smith employing 4 men & 4 boys				
Jane Gough	wife		aged *36*	born at Keynsham *Som*.
Jane H. Gough	daughter	scholar	aged *9*	born at Calne.
George I. Gough	son	scholar	aged 8	born at Calne.
Frederick N. Gough	son	scholar	aged 7	born at Calne.
Amy Gough	daughter		aged 2	born at Calne.
William B. Gough	son		aged 1	born at Calne.

An advertisement from The Devizes and Wilts Advertiser, Thursday 22 April 1869:

GEORGE GOUGH
Engineer and Machinery Agent,
CALNE

In returning thanks to his numerous friends for all past favours, would like at the same time most earnestly continue to solicit their further orders for all Implements adapted to the season, and in applying the same at manufacturing prices and discount, thinks it would be to their advantage to purchase at home.

Agent for:- Hornsby's Reapers, Mowers and other machinery
Samuelson's ditto ditto
Wood's, Burgess & Key's ditto ditto
Follow's Stand and Files for sharpening Mowes Sections
Andrew's patent Haymakers, Horse-rakes and Chaff Cutters
Howard's Agricultural Implements
Cambridge's patent Clod-crushers
Bentall's Machinery of all kinds
Green's Lawn Mowers
Bradford and other Washing and Wringing Machines, &c, &c.

The 1871 census gives the following:

George Gough.	Head. of the family	married	aged *50*	born at Calne
master engineer, brass founder & millwright employing 14 men & 6 boys				
Jane Gough	wife		aged *46*	born at Keynsham *Som*.
Jane H. Gough	Daughter, unmarried	Teacher of music	aged 1*9*	born at Calne.
George I. Gough	son	Solicitors general clerk	aged 18	born at Calne.
Frederick N. Gough	Son, unmarried	Engineer's ……?	aged 17	born at Calne.
Amy Gough	daughter	scholar	aged 12	born at Calne.
William B. Gough	son	scholar	aged 11	born at Calne.
George W. Steger	Nephew, unmarried	Fitter at works, apprentice	aged 15	born at Shesburn, *Yorks.*

According to an advertisement from the Devizes & Wilts Advertiser in March 1875 the works had just become an iron foundry with the establishment of an Iron and Brass casting capability although from the above, foundry work was already taking place in 1871. Also, the business was now called G. Gough and Sons. The advertisement also gives an idea of the types of work undertaken at the "Horsebrook Iron Works, Calne".

HORSEBROOK IRON WORKS, CALNE

G. GOUGH

In returning grateful thanks to his numerous customers for the very kind support he has received during the past 25 years he has carried on business in Calne as an Engineer, &c, he begs most respectfully to inform them that he is now about to establish an

Iron and Brass Foundry,

Which will enable him to manufacture all kind of AGRICULTURAL IMPLIMENTS and MACHINERY, and supply castings of any description.

G.G. is now manufacturing a very simple and efficient ELEVATOR, for the coming season, for which he would solicit early orders. Further particulars will shortly be issued.

Having purchased the original patterns of Andrews' (Melksham) PATENT HAYMAKER, and other machines, G.G. will be able to furnish duplicate parts of all Castings, and to execute Repairs for the same.

G.G. also begs to announce that he has secured the services of an experienced WHEELWRIGHT, and intends carrying on that business in all its branches; any orders entrusted to him will meet with prompt attention.

All communications should be addressed to G. GOUGH & SONS, under which style the business will in future be carried on.

Early orders should be given for Agricultural Implements, to ensure their being supplied in time.

Calne, March 20th, 1875

Examples of the many machines he made were a hay and straw elevator (see above) and a horse gear for driving it. The elevator must have been well made; the foundry was still quoting for spares into the 1950s!

George Gough also produced castings for the local building industry, flourmills, gas works and other industries and made repairs to farm machinery. The old fire engine kept at Calne Fire Station has wheels made by George Gough.

On Saturday 14th June 1879 the North Wilts Herald carried an advertisement announcing a forthcoming auction sale of "The Horsebrook Iron Works, Calne". The sale details give some idea of the extent of the business.

CALNE, WILTS

To Engineers, Iron Founders, Millwrights and Others.

Mr C.H. PARRY will SELL by AUCTION on WEDNESDAY, the 18th day of JUNE, 1879, at the Lansdowne Arms Hotel, Calne, at Four for Five o'clock in the Afternoon (subject to such conditions as shall then be produced), all that valuable

FREEHOLD PROPERTY

Known as the Horsebrook Iron Works, Calne, Wilts, consisting of a large and commodious Dwelling-house, substantially built, with kitchen garden adjoining, capital large and commodious smiths', fitting, carpenters' and wheelwrights' shops, and sawing shed, valuable iron foundry, warehouses, stores, offices, and large and spacious yards, driven by steam power.

The premises have a good frontage and contain nearly one acre, thus affording ample accommodation for carrying on an extensive and lucrative manufacturing or other business, the whole having been for the last 20 years in the occupation of Mr. George Gough, who is retiring from business.

The Purchaser will have the option of taking to the Stock-in-trade at the valuation.

Further particulars and conditions may be obtained seven days before the Sale on application to the AUCTIONEER, Calne; or to

Messrs, RICKETTS & TUCKER,
Solicitors, Church Street, Calne.

It would appear that the retirement sale didn't go through because George is still noted as an engineer in the 1881 census employing 18 people.

The 1881 census gives the following:

George Gough.	Head. of the family	married	aged *60*	born at Calne
Engineer employing 2 smiths, 3 fitters, 2 millwrights, 1 molder, 5 labours and 5 boys.				
Jane Gough	wife		aged *57*	born at Keynsham *Som*.
Amy Gough	daughter	scholar	aged 12	born at Calne.

George died, according to newspaper reports at the time, on September 23rd 1883, at The Green, Calne, aged 63.

3. Maundrell and Woodward

In October of 1883 the General Engineers and Bicycle Manufacturers, Edward Ward Maundrell and his new partner Ernle Woodward who joined him at his engineering works, "The Progress Iron Works" in "The Quarry" (now London Road), Calne. The Progress works was set up in a redundant Wesleyan Methodist Chapel owned by Thomas Harris. Edward heard that the old established engineering, millwrighting and brass foundry business of George Gough & Sons in Horsebrook, Calne, was coming onto the market. A figure of £1500 was presented by the valuers and Maundrell & Woodward moved into Gough's establishment at the junction of the Green and Horsebrook, Calne. In 1886 The Progress Iron Works was sold by Thomas Harris to the Primitive Methodists and it became a chapel once more.

Family stories say that Edward was the engineer in the business and he was keen to develop new products such as machinery for the bacon industry which was right on his doorstep. Also, that Ernle kept the books and did the office work. (After leaving the partnership, Ernle is recorded to have been an Agricultural Engineer so he probably did more than just an office job)

Bicycle manufacture may have continued as a sideline, bicycle tool and spares were still at the foundry when John Buckeridge was an apprentice in the 1930s, but Gough's range of agricultural machinery and implements were developed and new items were added to the range.

A newspaper advertisement in the Devizes and Wiltshire Gazette for Thursday 10th January, 1884 had the following:

MAUNDRELL & WOODWARD

Beg to inform their Friends and the Public generally that they have entered into PARTENERSHIP, and at the same time taken the old established ENGINEERING BUSINESS of the late Mr G. GOUGH, *The Green, Calne*, where they intend for the future to transact the bulk of their business as ENGINEERS, IRON FOUNDERS, MILLWRIGHTS, WHEELWRIGHTS, STEAM PLOUGH and MACHINE PROPRIETORS, AGRICULTURAL IMPLEMENT MANUFACTURES and AGENTS, &c.

They beg to return their thanks for the patronage which has hitherto been extended to them individually, and to ask a continuance of the same to the firm, as well as that accorded to the late Mr Gough.

THE FOUNDRY
THE GREEN, CALNE, WILTS

A Maundrell and Woodward price list from 1886 still exists and it gives an idea of the range of services on offer. Products included the "Patent Paragon Spring Cheese Press" which were available in 3 sizes on iron or wood stands, Cheese Vats which were available in 8 sizes. 10 guineas could buy you an "Improved Back-Action Central-Axle Haymaker" with an optional seat for an extra 1 pound. The hay maker was described as "newly designed" so this may have been one of the first new products designed by Maundrell and Woodward. Various types of harrows could be supplied along with "Plain-Wheel Clod Crushers", and "Plain Segment Field Rollers" in various sizes along with "Pig Troughs Fire Bars and Drug Shoes".
Garden Chairs in cast iron and wood in eight different sizes and Garden rollers in various sizes were available. An "Improved Safety Pony Gear, suitable for driving Stacking Machines, &c." could be supplied for £6.

Also listed is the "Manufacture and Supply" of;

Iron and Brass Castings of every description
Columns, Girders, Rolled Joists, Corrugated Iron &c.
Steam Engines, Gas Engines and all kinds of Agricultural and General Machinery at the lowest possible prices.
Water Wheels and Mill work in general.
Shafting, Gearing, Pullies, Plummer blocks, Couplings, &c.
Palisading, Tomb and other Railing, Flat Bar, Strand Wire, Barb Wire and other descriptions of continuous Fencing.
Entrance and field Gates.
Hot Water Apparatus.
Leather, India Rubber, Cotton & other Belting, & Belt Fasteners.
India Rubber Suction and Delivery Hose, Insertion Sheet.
Gauge-Glass Rings &c.
Asbestos Sheet.
Best Flax, Hemp and self-lubricative packing.
Cotton Waste, and Sponge Cloths.
Gauge Glasses, Glass and other lubricators.
Machine Oil.
Boiler Tubes and Ferrules, Steam Tubes and fittings, and Steam fittings in general.
Steal Beater Plates, Water Tanks, and Cattle Troughs.
A large Stock of fittings for different makers' Ploughs, Mowing Machines, Haymakers, &c.
Patterns for Andrews' Haymakers, Chaff-cutters, Horse gears, &c.

New Fire boxes fitted to Portable Engines.
Engine, Thrashing Machine and general repairs carefully executed.
Experienced Workmen sent to all parts of the Country.
Estimates Free.
New and Second-hand Machinery bought, sold, or taken in exchange.

Some of these, probably most, must have been originally produced by the Gough's engineering business. It would have been a simple matter to change the name on the patterns to Maundrell and Woodward.

In the 1880's a set of special jacks were made to raise the roof of the chancel of St. Mary's Church, Calne when a new larger east window was installed.

A newspaper advertisement from the Wiltshire and Trowbridge Advertiser for Saturday 30th May 1885 gives details of Maundrell and Woodward's stand at the coming meeting of the Wiltshire Agricultural Meeting which was to take place in Trowbridge on June 2nd and 3rd.

This gives a glimpse of some of the items they hoped to sell at the show. In particular their newly designed Haymaker. It would appear that they considered all their newly designed items "improved"!

MAUNDRELL AND WOODWARD
THE FOUNDRY
CALNE, Wilts.
INTEND EXHIBITING, amongst other things, their:
Improved Back-action Central Axle HAYMAKER
Improved single and Double Spring CHEESE PRESSES, with newly designed Stands
Improved Chisel-point DRAGS
Improved HORSE-HOE
Improved FIELD ROLLER
Improved GARDEN SEATS
Improved Hand-power CHAFF CUTTER, to cut two lengths
Improved PIG TROUGHS &c. &c.
Ransome's Self-acting HORSE RAKE
Samuelson's "ATLAS" MOWER

In 1886 there was a sale of surplus stock:

From the Devizes & Wiltshire Gazette May 13th 1886:

DEVIZES & WILTSHIRE GAZETTE
MAY 13TH 1886

THE VILLA, QUEMERFORD, CALNE, WILTS
TO MACHINISTS, AGRICULTURISTS & OTHERS

HIGHLY IMPORTANT & ATTRACTIVE SALE

COMPLETE SET OF STEAM PLOUGHING and CULTIVATING TACKLE by Fowler,
In first class condition;
SLEEPING VAN with stove, &c.; complete;
TWO IRON WATER CARTS on Iron Wheels, by Osmond;
9 – HORSE POWER PORTABLE ENGINE, by Ruston and Proctor, equal to new;
6 – HORSE POWER DITTO, by Brown and May;

2 – HORSE POWER DITTO, by Hindley;
TWO LARGE CHAFF-CUTTERS on wheels with Bagging Apparatus, by Carson and Toone;
THREE CIRCULAR SAW BENCHES and SAWS;
42 INCH CIRCULAR SAW and SPINDLE;
TWO SELF BINDING REAPERS, with Transport arrangement and
Sheaf-Carrier by Hornsby and W.A. Wood, both new last season;
Five MOWING MACHINES, in thorough working order,
by Messrs, Samuelson, Wood and Picksley, Sims and Co.;
Various AGRICULTURAL IMPLIMENTS,
Which are equal to new, consisting of two Horse Rakes, Hay-Making machine,
Ploughs by Ransome, Sims and Howard,
Three sets of Iron Drags, sets of Iron Harrows,
Cultivator by Bentall, &c.
CENTRE WOOD TURNING LATHES, 6 inch and 10 inch;
TIMBER CARRIAGE;
LARGE SHED, equal to new, with Corrugated Iron roof,
Wood sides, large double doors and windows,
&c.,&c.

MR. CHARLES PARRY is instructed by Messrs. Maundrell and Woodward, of the Foundry, Calne Wilts (who intend discontinuing the steam cultivating in consequence of their being unable to give the same their personal attention), to arrange and SELL BY AUCTION, in a paddock adjoining the above Villa, Where the same will be removed for convenience of Sale, on Wednesday the 26th day of May, 1886 commencing at 1 o'clock, the above VALUABLE MACHINERY, &C., Full particulars of which will be set forth in auction bills and catalogues, and may be obtained at the Offices of the auctioneer, Chilvester Hill, Calne.
N.B. – The Steam Tackle will be at work up to the day of the Sale, and may be viewed previously by making application to Messrs. MAUNDRELL and WOODWARD.

Dated Auction, Land, Estate, and Surveying Offices,
Chilvester Hill, Calne and Chippenham,
April 27th, 1886

According to Martin Speary this sale was of items mutually agreed between Edward Maundrell and Ernle Woodward as being that which Ernle Woodward was justly entitled when they dissolved their partnership. It was however 2 years before the partnership ended.

The ploughing and cultivating equipment in the sale comprised a pair of Fowler 12nhp ploughing engines with 450 yds of wire rope, a five-furrow balance plough, an eleven-tine cultivator, a four-berth sleeping van with stove and two iron water carts.

This sale also raises a couple of other questions:

The sale took place in Quemerford. The Villa is thought to be the home of Ernle Woodward but I have found no documentary proof; and was "the paddock adjoining" the Villa part of Quemerford Gate Farm where Edward's father farmed, or was it simply where Ernly kept his horse, essential in those days for everyday transport?

The ploughing engines offered for sale may have been Fowler engines numbers 2690 and 2691. These were 12 nhp single cylinder machines, originally sold by Fowlers to E. Hitchcock in partnership with E. Maundrell in 1875. Were they sold or did Ernle take them with him in 1888 or were they a different set? See further details under "Traction Engines and Steam Thrashing", below.

There was a further sale of “Surplus Stock” in May 1888 as advertised in the Devizes and Wiltshire Gazette on Thursday 17th May 1888. Possibly further items which Ernle Woodward was justly entitled when they dissolved their partnership.

THE FOUNDRY, CALNE, WILTS.
To Ironmongers, the Trade, Agriculturalists and Others
IMPORTANT SALE OF SURPLUS STOCK OF THE ABOVE FOUNDRY
EIGHT-HORSE POWER PORTABLE ENGINE
By Brown and May (second hand)
THRASHING MACHINE by HUMPHRIES
THREE SELF BINDING REAPERS by HORNSBY
THREE REAPERS by HORNSBY and KEARSLEY
DRILLING MACHINE ON STAND
CORRUGATED SHEET IRON ROOFING
&c.,&c.

MESSRS. BURBRIDGE & GABY have received instructions from Messrs. Maundrell and Woodward who are dissolving partnership, to arrange and SELL by AUCTION, without reserve, on WEDNESDAY, May 30th, 1888, on the premises, commencing at two o’clock precisely, the above MACHINERY, &C., &C.:

Which will include 8 horse-power portable engine by Brown and May, trashing machine by Humphries, three self-binding reapers by Hornsby, three reapers by Hornsby and Kearsley, five mowers, three haymakers, three horse rakes, a quantity of ploughs, harrows, cultivators, cheese-presses, lawn mowers, garden chairs, pig troughs of all sizes, sheep troughs, &c.

Leather and india-rubber driving belts, a quantity of corrugated sheet iron roofing, a quantity of ash, elm and other planks, deal flooring boards, match boards, ash and elm felloes, wheel stocks, &c.; drilling machine on stand, grindstone, two weighing machines, cast iron drag shoes, three chaft-cutters, pony gear, oil cake mill, two root pulpers, two oat and bean crushers, two chain harrows, perforated and sheet zinc, large quantity of cast iron rain-water gutters, pipes and fittings, machine oil, &c.,&c.

Full particulars will be given in catalogues, which may be obtained at the Offices of the Auctioneers, Market Place, Chippenham, three days preceding the Sale.

Dated Auction and Estate Agent Offices, Chippenham, May 15th, 1888.

The Partnership of Maundrell and Woodward was finally dissolved on June 2nd 1888.

4. E.W. Maundrell

After June 1888, the business became known as E. W. Maundrell. Known locally as “Maundrells” or simply “The Foundry”.

Edward continued, expanding the business, designing and manufacturing a wide range of agricultural machines and implements. It is recorded that he employed more than 30 hands by 1898.

It was the Bacon trade which really expanded the business. C & T Harris had been curing and selling pies for a hundred years before Maundrell came on the scene, but only in a small way. In the 80’s and 90’s, they began to mechanize and to enlarge their trade. Those were the years of the first refrigeration ships and cheap imported meat which were soon to threaten the British livestock farmers very seriously. To compete meant to mechanize. Harris’ turned to the local general engineers to make their early equipment. This grew more complicated and to lard vats and hanging rails were added, overhead trolley systems for the carcasses, gas-fired pig singers, and even apparatus for inflating pigs’ bladders.

In 1887, Edward produced Calne’s Saluting Mortars, (see appendix) to fire a salute on the occasion of Queen Victoria’s Golden Jubilee. They were also used 10 years later for her Diamond Jubilee and for the coronations of Edward VII, George V, George VI and for Elizabeth II. All the salutes were fired on the Green in Calne except for the last in 1953 which for safety reasons took place at the recreation ground. Salutes were fired at around 7am and the whole town was awakened by the blast. The mortars were made of cast iron and were about 15 inches in diameter and 9 inches high. Each shot required a teacup of granular gun powder and a turned, tapered, straight-grained, ash bung about 6 inches long, the small end of which was tapered to just enter the mouth of the mortar. The gunpowder was emptied into the mortar and the bung was driven home by two men using sledge hammers. Originally, a burning fuse was pushed through the touch hole to fire the powder - a dangerous operation indeed, but this was later dropped and a red-hot tapered steel rod was used instead. There was an added hazard when the Ash for the bungs contained knots. The straight grained wood would normally disintegrate and cause no problems but the knot would not, causing some danger to both spectators and property when it returned to earth.

In March 1890 there was a report in the Devises and Wiltshire Gazette on the opening of the Highbridge Bacon Factory in Highbridge, Somerset. “The machinery is of the most approved modern type and embraces all the latest improvements for which Messrs. W.F. Wills of Bridgewater and E.W. Maundrell of Calne, contracted the engine, one of twelve horse power, being supplied by Messrs. Wills and two Cornish boilers by Mr. Maundrell. The whole of the premises is lit by electric light. The buildings are said to be the most complete of the kind in the United Kingdom.”

In 1891 Maundrells supplied iron work for the new factory for Wiltshire Bacon Curing Co. in Chippenham which was described as the largest bacon factory in Britain. They planned to process up to 3000 pigs per week. Maundrell’s fame soon spread. They obtained markets in Ireland, South Africa, New Zealand and Denmark. A postcard order still exists for spare parts for a Lard Pan from J.D. Koopmanns Svineslagtyer in Odense, Denmark, dated 28th May 1913. As they were the makers of this equipment in the home of the British meat processing, industry, it was not unnaturally assumed that they were the experts.

In the 20th century, the bacon connection somewhat declined in importance, especially as still more complicated apparatus was introduced by the bacon factories - much of it made by precision engineers in the traditional centres of the industry. The last steam jacketed lard

rendering pan, many of which were made, was produced in 1936 and went to the Dunmow Bacon Factory. Now, agricultural and general work kept the works busy.

In 1891, iron work, including the cast iron brackets supporting the roof, was produced for the new pavilion at Calne Recreation Ground which was opened in August 1891.

A newspaper report of January 1893 in the Devizes and Wilts Advertiser recorded a “Supper and Entertainment” given by Edward for the workers at the foundry.

SUPPER AND ENTERTAINMENT. – On Monday evening last Mr E.W. Maundrell entertained about forty of his workmen and friends to a supper at the White Heart Hotel. After supper an entertainment was given, Mr Maundrell occupying the chair and Mr Woodward the vice-chair. Solos were given by Messrs. R. Heath, G. Heath, and J. Godfrey, Mr James Powney presiding at the piano. During the evening Mr Maundrell expressed his pleasure at the good feeling existing between the employer and employed. He hoped it would continue and that he might be able to make the entertainment an annual occurrence. The supper was admirably got up by Mr and Mrs Ashton, the proprietors of the hotel.

It is interesting to note that a Mr Woodward was vice-chair during the entertainment. It is not known if this was Ernle Woodward. Maybe he was in the capacity of a “friend*”.*

The following is a contemporary record of the foundry, written sometime in the late 19th century by John Chappell, who died in 1899. He wrote about Calne and the following appears under the sub-title “Horsebrook”.

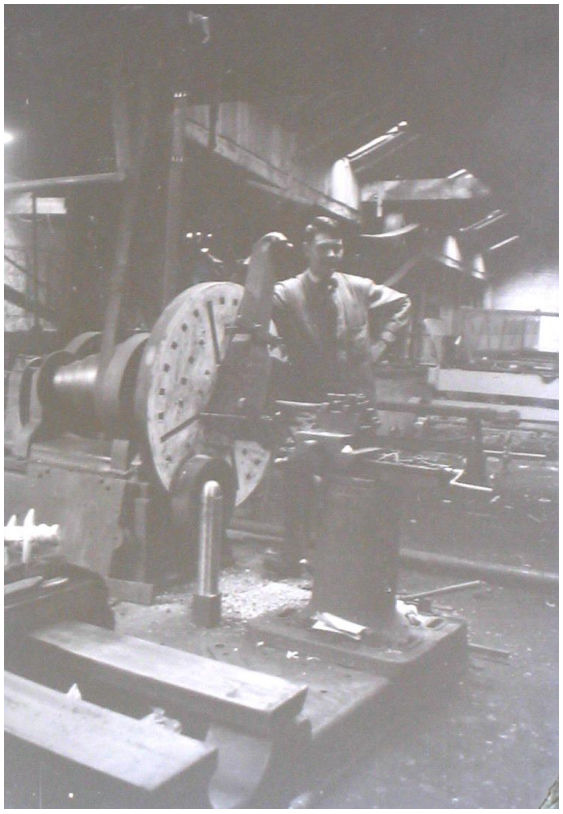
The photo is the Foundry entrance circa 1920.

“On one side of the river is Horsebrook, the other side is Cow Lane; why this distinction I do not know. Horsebrook is vastly improved on the wretched outlook which greeted me when a boy there sixty years ago. There is the same row of poor cottages on the high path on the right-hand side going down. I’ve shown that the cottage homes of Calne are now greatly improved.

These hovels emphasize my remarks on this point. On the other side is a good house, which when I was a boy, was a weaver's workshop! What a change. The weavers are gone and Mr E. W. Maundrell, engineer, has taken their place. This house and the adjoining works were adapted and built by the late Mr George Gough, the father of our Town Clerk; and here he did a large trade which has been sustained and increased by Mr Maundrell, his successor. It is good to see 30 or 40 men and boys turn out for meals and one only hopes that the work and trust and ability will leave their reward; at the same time, it is hard for little men in the country to secure a margin for themselves in this hard and grimy trade. The place however is all that can be desired, and is (a) great improvement on what it was."

In 1904 Edward was summoned for "driving a locomotive without proper lights being attached". PC Henry Burt, stationed at Cherhill stated that he went to Quemerford about 8.40pm and saw the locomotive in the middle of the road, with a portable engine and a thrashing machine attached, the defendant being on the engine. He stated that he had no lamp on the engine but had a man carrying one a few yards ahead and a bicycle lamp behind. Edward was fined 5 shillings and 14 shillings and 8 pence costs!

In 1912 the Devises engineering company Brown and May went into receivership and at the subsequent sale of equipment and stock at the company's works in 1913, Edward was able to buy a number of items at a reasonable cost. A number of workmen from Brown & May came to work for Edward at the foundry. These items included an unfinished thrashing machine, a number of tools for his workshop including a wheel lathe and a pillar drill.



The thrashing machine which he finished assembling was probably item 852 in the sale which was a 5ft by 24in thrashing machine intended for Russia.

The pillar drill was still in use circa 1980 after it had been purchased by Robert (Bob) Henly of Freeth Farm, Compton Basset, after the closure of the foundry in the 1960s.

The wheel lathe proved especially useful as it extended the workshop capacity. Once, they had to undertake a very large turning job for the great Westinghouse concern at Chippenham for they alone possessed a lathe of sufficiently large capacity to do the job.

According to a family story, Edward also bought the last, unfinished traction engine which he finished building in Calne but recent research has shown this to be unlikely. See "Traction Engines and Steam Thrashing".

The wheel lathe in use in the foundry

Calne was prone to serious flooding, particularly after the building of Harris' factory adjacent to the river Marden. After a particularly bad flood, caused, in part, by the bridge parapet in Mill Street (opposite the mill), which prevented the rising waters to flow over the bridge, the foundry produced a flood gate which could be opened to allow flood water to flow more freely. This replaced the bridge parapet but was itself replaced many years later. It is not known if it was ever used and by the 1960s it was rusted to such an extent that it would have been impossible to operate.

At some time, a new clapper was made by Maundrells for one of the bells at St Mary's church Calne.
The following report in the Wiltshire Times & Trowbridge Advertiser, Saturday 17th January 1925 illustrates just one of the jobs done by the men from the Foundry: -

CALNE

EXTRAORDINARY ACCIDENT TO STEAM LORRY

Crashes Through River Bridge

Two men in charge of a Sentinel steam waggon had a narrow escape on Tuesday afternoon, when the waggon crashed through the parapet wall of the river and hung suspended, the front wheels being over the water, the two hind wheels being on the roadway. The waggon, which was loaded weighed about 15 tons and was between the Town Hall and Messrs. Harris' new factory, started to skid on the slippery surface of the road. The driver, who had a mate with him on the front seat, applied his brakes but was unable to bring the engine to a standstill and it skidded to the right, crashing through the wall and hanging suspended as stated. Both men stuck to their seats and were able to extricate themselves without injury. Eye witnesses state that the waggon was proceeding at quite a moderate pace, not more than seven miles an hour, and it is probably due to this fact and to the heavy load on the vehicle, that it did not topple over into the river. Had this occurred it is probable that the men would have been seriously injured, if not killed, for there is a drop of about 8 feet to the river bed. The water was low at the time. No other traffic or pedestrians were about and this is more fortunate as the spot is one of the busiest in the town and people going to and from the station use the footpath. The waggon was removed on Wednesday afternoon by Mr E.W. Maundrell, of Calne by means of hydraulic jacks, working from the river bed.

Note Maundrell's truck in the background.

During the 1930's when money was tight particularly in the farming community Edward had difficulty paying his work force. On at least one occasion he had a lengthy interview on a Saturday morning, (pay day) with his bank manager before the bank would release the necessary money to pay the men. The men had a lengthy wait before their money arrived. There is no record of him having to make any of his men redundant but it must have been close on some occasions.

Traction Engines and Steam Thrashing

A number of second-hand traction engines and thrashing machines were purchased for contract thrashing work which became an important part of the business. Price lists for thrashing still exist dated August 1909, August 1917 and September 1923. Thrashing remained part of the business at least until 1958.

One of Maundrell's thrashing sets at Upper Whitley farm circa 1915

In a letter to "The World's Fair" around 1973, Martin Speary wrote the following: -

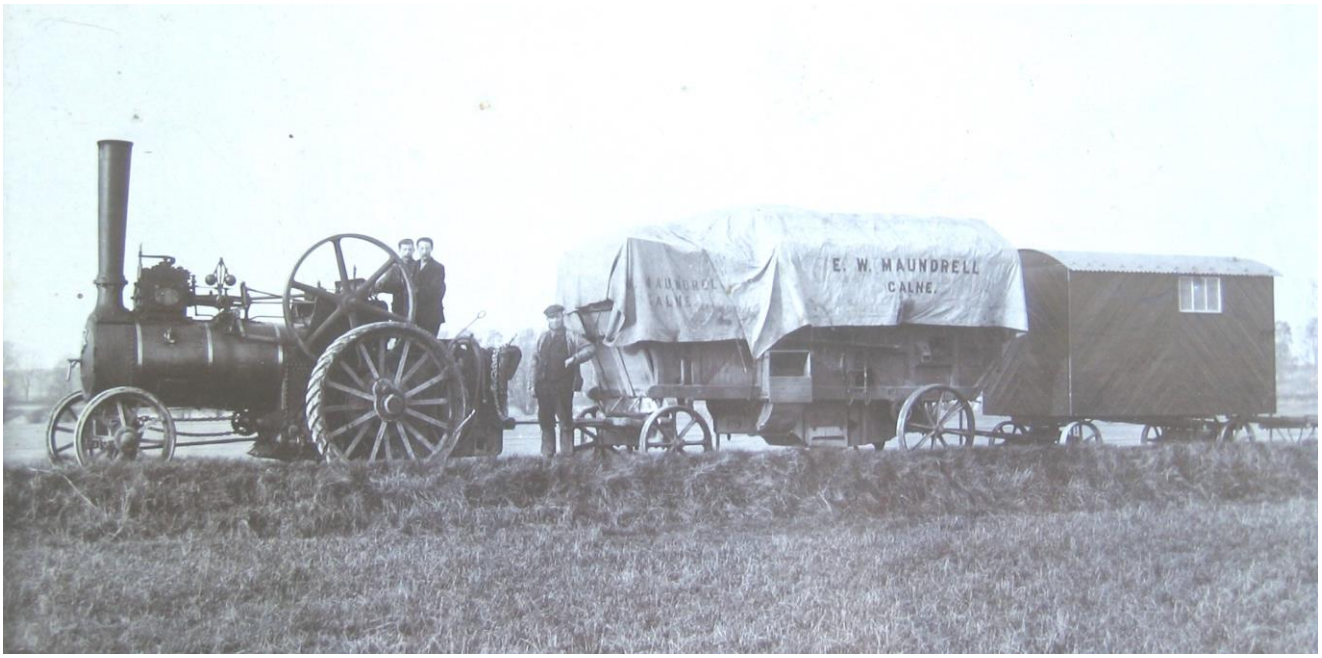
"……. Until 1947 my wife's father (Frank Maundrell) owned and operated six sets of thrashing tackle, and when we packed up all six engines were in first class working order. The fleet consisted of one 8 h.p. Fowler compound; one 7 h.p. Brown and May single; two 7 h.p. Alchin singles; one 7h.p. Ransoms Sims & Jefferies single; and one 7 h.p. Garrett compound. We also had a 7 h.p. Tasker single and a Foden "D" type tractor. All these engines, with the exception of the Tasker, were sold for £30 each for scrap. The Tasker was sold for £45 as a going concern to a market gardener. This engine changed hands about two years ago for £2,600."

A total of 15 steam traction engines (possibly 16) of different types, are known to have been owned by the business at different times, including the two fowler ploughing engines that Woodward is said to have taken with him in 1886. Most would have been used for thrashing but some were purely haulage engines. In the later years, before thrashing by steam ended in about 1947, Maundrells operated six thrashing sets. The traction engines were one Fowler compound, one Brown & May, two Alchins, one Ransome, Sims & Jefferies, and one Garrett compound. Those still being used in 1947 were all sold for around £30, mainly for scrap. Maundrells also operated a Tasker traction engine which was sold for around £45 as a going concern.

John Buckeridge remembered that as an apprentice, one of the engines, an Alchin, which had already been scrapped, was referred to as “The Old High Wheel One”. It is not known which engine this was.

A search of the Road Locomotive Societies (RLS) records has helped to provide a list of the other engines known to have been in Maundrells ownership

In addition to the RLS records, an early photograph exists of a Maundrell’s thrashing set which shows an Aveling traction engine hauling a thrashing machine and a living van. No other record of an Aveling engine being owned by Maundrells has been found so it is not listed below.



This is an early Aveling engine, possibly of circa 1880 vintage with a trashing machine and living van in tow. The photo was taken after Maundrell and Woodward partnership ended in 1888.

The engines in the RLS records are as follows, not in any particular order:

1. **John Fowler**, A pair of ploughing engines, No. 2690 & 2691, 12 nhp single cylinder. Built circa 1875 for E. Hitchcock and E. Maundrell.

   The original owners; E. Hitchcock may have been one of George Hitchcock’s family who farmed at Hollyditch Farm near Calne. *(ref. The Post Office directory of 1875)*.
   E. Maundrell was probably Edward Maundrell, E.W. Maundrell’s father, born 1823 and farmer at Quemerford Gate Farm.

   The farms of Hollyditch, Quemerford Gate and Rookery (home of the Woodwards) were in close proximity.

   They were certainly later sold by E Woodward to John Allen & Sons, Oxford. *(ref. Jonathan Brown’s book “Allen’s of Oxford” published 2012)* The date of the sale to Allen’s is not recorded.

   The following is speculation:
   It seems possible that Edward and Ernle took over the Steam Ploughing set from Hitchcock and Edward’s father. In May 1886 they offered for sale a set of Fowler

ploughing equipment including two steam engines which could have been these engines. We do know that they found the ploughing business too much to include with their other business interests. There is a family tradition that Ernle was an apprentice at Fowlers. I have found no documentary evidence of this but perhaps Ernle Woodward from Rookery Farm learnt how to use the engines for Mr Hitchcock and Mr Maundrell by having instruction by Fowlers in Leeds. Other family stories say Ernle left the foundry to continue as a contractor with a set of steam ploughing engines when the partnership ended in June 1888, two years later, and he is said to have started a contract ploughing business in the Salisbury Plain area. This may be true and the two ploughing engines and ploughing tackle which were offered for sale with other items in May 1886 may not have been sold. Alternatively, he may have taken a different set of ploughing tackle when he left and/or the engines in the sale were a different set to those sold to Allen's of Oxford.

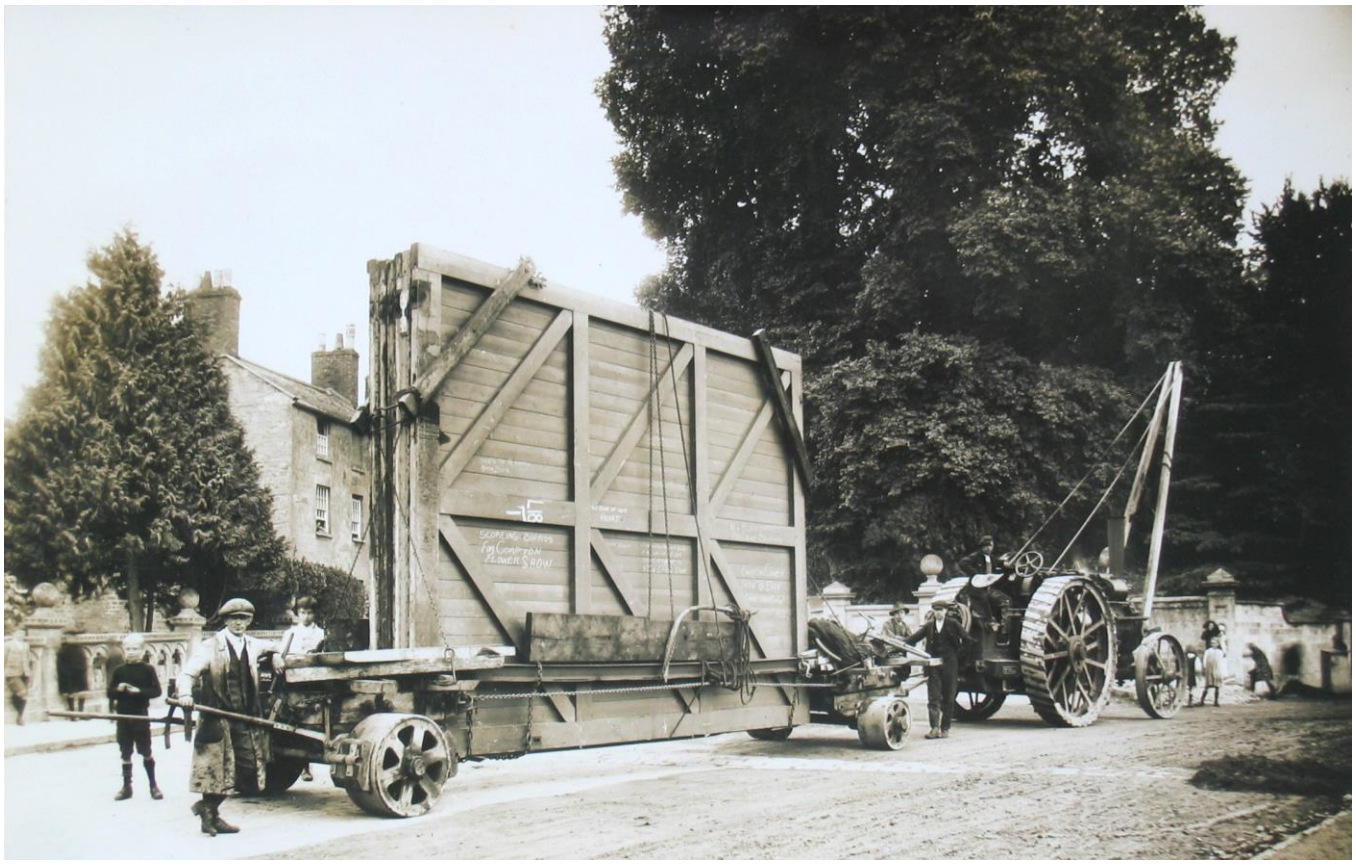
RLS records show that engine 2691 was with the Oxford Steam Ploughing Co. by 1906. It was rebuilt with a reg. No. BW4622.

2. **Aveling and Porter**, Road Locomotive, No. 2504, 6nhp single cylinder. Built 1890, Reg HR3481

RLS records show that the Aveling & Porter engine was purchased in 1919 from Robbins, Lane & Pinnegar of Honystreet

Family tradition has that it was built for the War Department at the end of the First World War and purchased as war surplus from a sale in Hull.

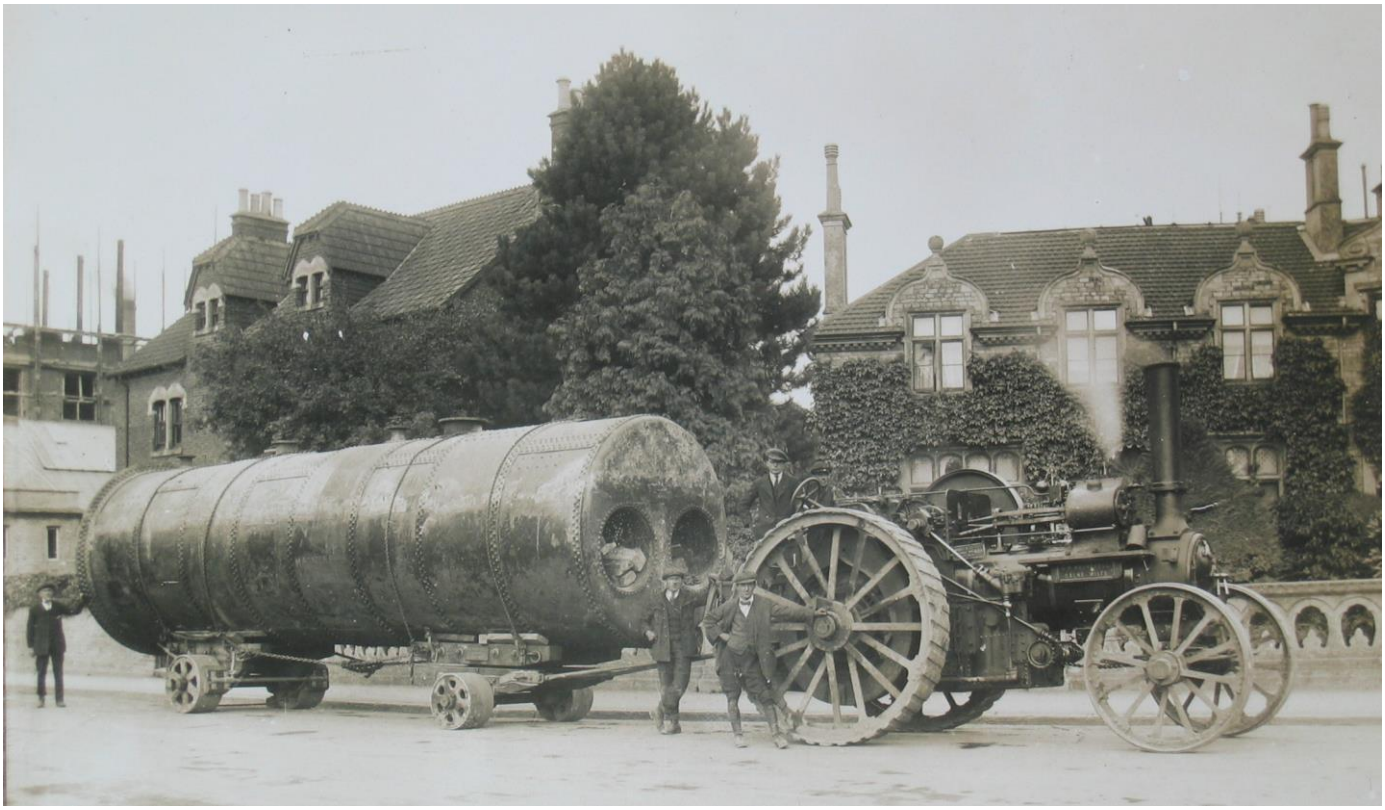
This engine was used for haulage work and was photographed, circa 1920, moving a dismantled hanger from Yatesbury airfield to Calne station for C.T. Harris' store with a temporary timber jib crane attached to the smokebox.



Frank Maundrell is operating the brake at the back of the trailer and David Coombs is driving the engine. The hanger doors were each 20 x 14 feet. Pictured at the bottom of Station Road, Calne circa 1920.

The roof trusses for the hanger. Leaning on the wheel is Frank Maundrell

This engine was scrapped by Maundrell's in 1939. The brass and cast-iron parts were melted down but the rampant horse off the smokebox was retained. Its whereabouts now is unknown.



A road haulage job moving a boiler. On the left E.W. Maundrell himself. Frank Maundrell leaning on the wheel hub and David Coombs on the footplate.

3. **William Allchin**, Traction Engine, No. 578 7nhp. Built 1888. Reg HR3933

RLS records show that it was bought by Maundrells before March 1921 when it was first registered for road use.

4. **Brown and May**, Traction Engine, No.8468 6nhp. Built 1911 single cylinder 2 speed. Reg. HR3934

The girl on the engine is Ruth Maundrell, Frank Maundrell's daughter

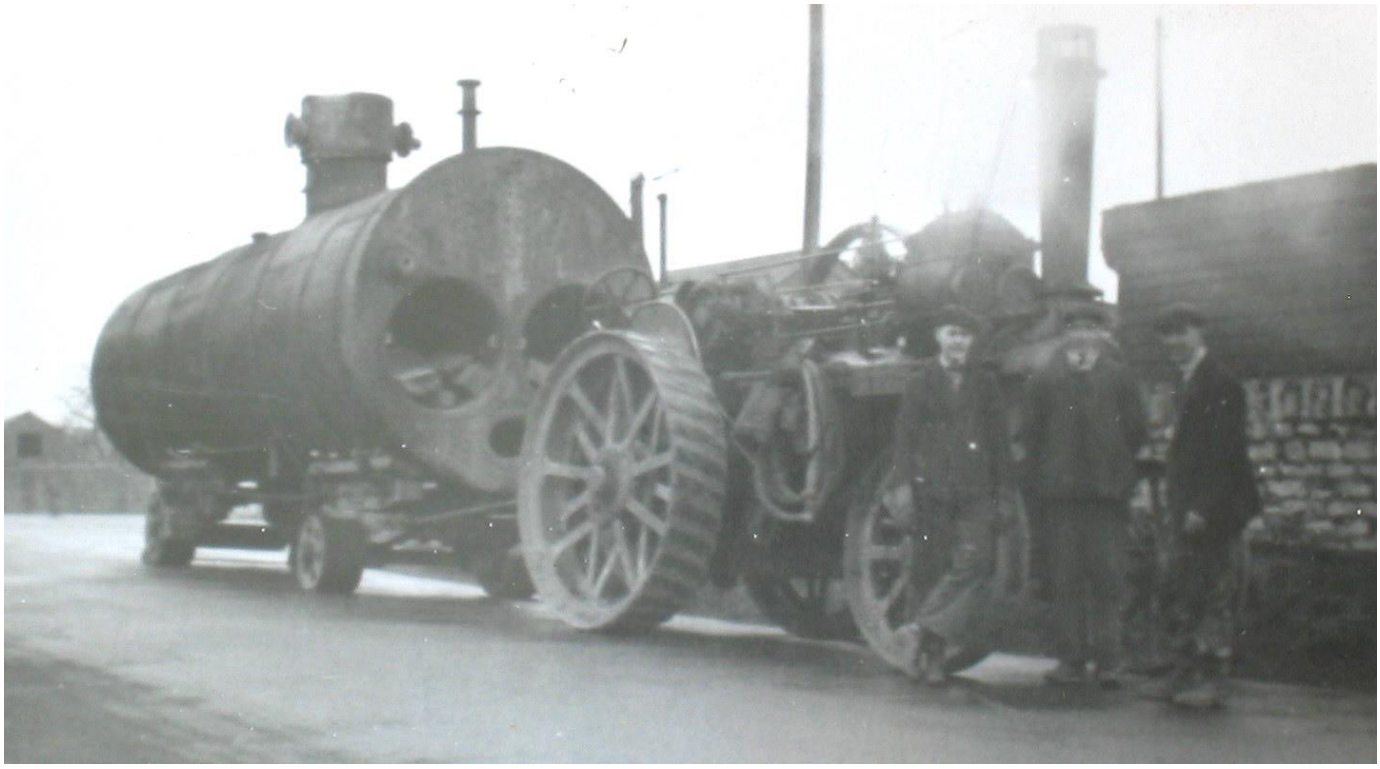
RLS records show that the Brown & May engine was bought by Maundrells before March 1921 when it was first registered for road use and that it was for sale in 1947. It was sold in 1947 to a Mr H Edwards of Coalpit Heath, Bristol where it was used for soil sterilisation. It was removed from Calne by rail and Martin Speary recalled seeing loaded on a railway wagon in Calne station. Mr Edwards later sold his business and the engine was scrapped.

According to, Martin Speary, this was the last traction to be made at Brown and May's works in Devizes before they went into receivership in 1913. He believed that the engine was bought by Maundrells who completed its construction and used the engine until it was scraped in 1947. In a letter to the world's fair in about 1972 he quoted the works number as being 3937. We can now say that this is not correct now that we have access to B&M's records, which Martin never had. The last recorded engine built by Brown and May was number 8877 built in 1913. Brown and May records show that engine number 8468 left the works on 20th April 1911 and went to a Mr B. Bodman who lived near Chippenham.

The catalogue of the sale at Brown and May's when the company was wound up does show a General-Purpose Traction Engine of 6 hp. (item 850 sold for £260), the engine number was not recorded. This may have been the engine bought by Edward W Maundrell. It has been said that Maundrell's engine did not receive a Works Number, and it is also said that the number was 8337. Both these statements would also both appear to be incorrect. Maundrell's engine was 8468 and 8337 was a portable engine built in 1910.

According to John Buckeridge, the engine was fitted with Maundrell plates in place of Brown and May to hide the fact that it was an old (pre-1913) engine.

5. **John Fowler,** Traction Engine Type A3 two-cylinder compound with overhead valves No. 6988, Built 1893 Reg. HR3935.



This shows Maundrell's Fowler engine moving a boiler for Nestles' in Chippenham circa 1937, on the left, Martin Speary

RLS records show that it was bought by Maundrells before March 1921 when it was first registered for road use and that it was for sale in 1947.

This engine was sold to Holmes, Scrap Merchant, Bristol 1947.

6. **Wallis and Stephens,** Traction Engine, single cylinder No.2691 8 nhp built 1903 not registered.

No further information is known about this engine.

7. **Wallis and Stephens,** Steam Tractor, single cylinder, 4 ½ ton, No. 2965 Built 1908, Reg AA2257

The engine is moving the showman, William Taylor's living van to the station in Calne. David Coombs, driving, Frank Maundrell leaning on the engine, Mr Smith standing by the van. Mr Smith was the projectionist at the Palace Cinema in Calne

RLS records show that it was bought by Maundrells from Baines & Maidment before May 1921 when it was first registered for road use.

This engine was scrapped by Maundrells in 1936, the brass and cast iron being melted down.

Another photo of the Wallis & Stephens tractor in Maundrell's yard. Probabily early 1930s. David Coombs on the footplate.
The engine in the background is the Aveling & Porter 2504 Road Locomotive.

8. **Wallis and Stephens,** Traction Engine, No.2428 8 nhp built 1898 Reg. HO5928.

RLS records show that it was bought by Maundrells from W Rawlins before May 1921 when it was first registered for road use. It was advertised for sale by Maundrells in July 1947.

9. **Ransomes Sims & Jefferies,** Traction Engine, 7 nhp. Engine number unknown

Although not positively identified, this is thought to be this engine.
The photo was taken circa 1915 at Upper Whitley Farm, Calne.
Sitting on the sacks is Diana Vines with her mother Ruth Vines (nee Buckeridge)

RLS records show that this engine was advertised for sale by Maundrells in 1947.

10. **Garrett**, Traction Engine, 7 nhp compound. Engine number unknown

RLS records showed that **Garrett,** Traction Engine, No. 24900 was advertised for sale by Maundrells in 1947 and sold to Bob Henly. This has since proven to be a mistaken identity because No. 24900 was owned by Cornwall County Council until it was scrapped in 1949. RLS records have been amended accordingly.
Maundrells did however own a Garrett compound Traction Engine which, according to Martin Speary, was scrapped in 1947.

11. **Foden,** Wagon, 4-wheel overtype engine No. 2112 built 1910 5-ton Reg M2589 (also recorded as number 2056 of 1910)

Seen partially dismantled in the foundry yard in the late 1930s

RLS records show that it was bought in 1926 from Pound, Taylor & Collen of Quemerford Mill, Calne. Last licenced 11th June 1933. and that it was offered for sale in September 1933. The engine could not have been sold as it is recorded that it was scrapped at the foundry in 1939.

During its ownership by Maundrells, the chassis was shortened by Maundrells to form a steam tractor.

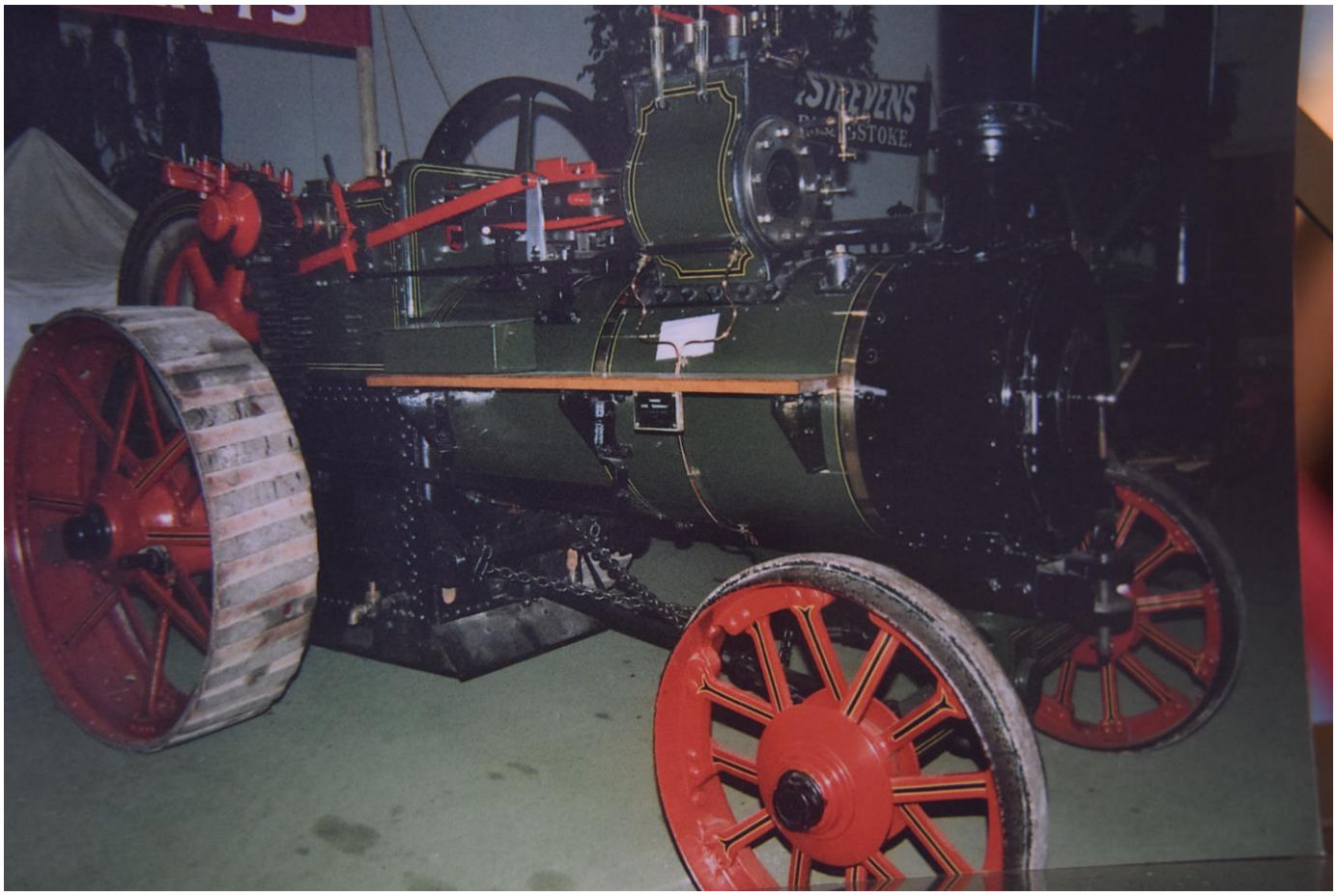
12. **Aveling & Porter,** single cylinder ploughing engines. These engines were scrapped at the foundry in 1936.

No further information about these engines has been found. There is no evidence of Maundrell's doing any steam ploughing in the 1930s so if this record is correct, it is possible that these engines were bought as scrap items to provide a cheap source of cast iron.

13. **Tasker,** Traction Engine No. 1352 7nhp Built 1905 Reg. HO5600

RLS records show that it was sold to Angel, Market Gardener, Bromham Wilts, 1947.

This engine has been preserved and is part of the Hampshire County Council Museums Service collection at Milestones Museum in Basingstoke. This is the only engine once owned by Maundrells which is known to have survived to the present day.



14. **William Allchin**, Traction Engine 7nhp single cylinder. Engine number unknown

Sold to Sheldon Road Nurseries, Chippenham 1946.

Some of the foundry's popular products

The "The Favourite" Haymaker

A back action haymaker was produced by Maundrell and Woodward. It had wooden wheels and the hay rakes were also of timber construction. The haymaker was described as "newly designed" in 1886.

The earliest catalogue engraving (see page 10) shows a horse drawn machine with wooden wheels. This machine, with minor changes, was probably produced until the early 1930's.

The name, "The Favourite" does not appear in the earliest catalogue but it was in use by 1902.

The high speed, back action of the rake bars was produced by the utilization of epicyclic gearing on the central road wheel shaft which made the tines revolve faster, and in the opposite direction to the wheels, increasing the machines effectiveness. The rake bars being central over the wheels meant that they followed any ridge and furrow without missing the hay in the furrow.

Other manufacturers relied on a normal set of gears to drive the rake bars at about 12 inches to the rear of the wheels. On ridge and furrow land it was impossible to move the hay out of the furrow and often the tines stuck into the ridge, splitting the wooden rake bars or snapping the tines.

In operation, the machine was hauled over cut grass and the rotating tines tossed the grass into the air to aid drying, thus helping to turn the grass into hay.

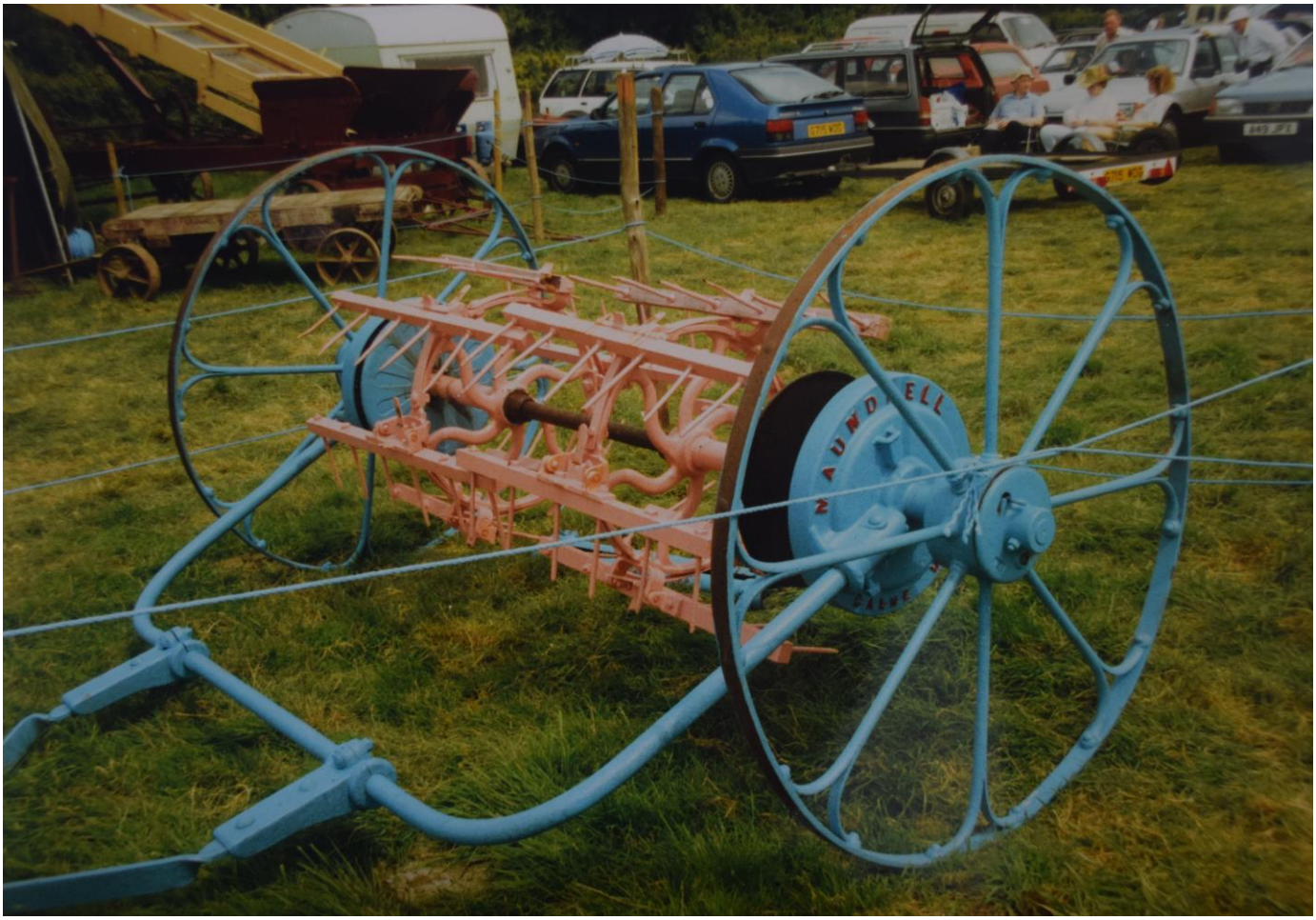
The driver either walked behind the machine or rode on it, the driver's seat cost £1 extra and was fixed in the centre of the tubular frame.

Later the design was improved, changing it to mostly metal construction with only the horse shafts remaining in timber. The name "Favourite" was adopted for Edward's new design and many hundreds were produced in the 50 or so years of production.
The prices for the improved "Favourite" Haymaker were:
Price on 51-inch Iron Wheels £12-10s Driver's seat, extra, £1

The tubular frame shown in the photo, gave problems when a driver's seat was fitted. The seat tended to rotate on the tubular frame. Later models had a frame bent up from about 2"x ½" flat bar and the hub castings where modified to suit

Later a hood over the rakes and a driver's seat on top were fitted as standard, by which time the price had increased to £24.

The standard colours for the haymakers were pale blue for the wheels, gearboxes and centre shaft and pink for the rakes. One of the later machines is preserved at Lackam College (2008) in a red and black colour scheme but this may have been repainted at some stage.



The picture above shows a preserved example at the Heddington Steam Rally in 1991 in its original colour scheme. The theory behind the light colours is that they make the machine look less heavy for the horse.

The machine above is shown out of gear i.e. the inner covers are drawn towards the centre of the machine to disengage the small pinions on the back of the cover plates. This enables the machine to be drawn along without the tines revolving.

A cast iron sleeve, split axially, is normally fitted on the centre section of the axle when working, to keep the gears engaged.

Later models had a lever mechanism on the hubs to disengage the drive.

The photograph above also shows a socket on the hub casting. This was used to carry a rest for the horse's reigns. Later models had a square socket on the hubs to carry an off-set driver's seat.

Originally designed as a horse drawn machine, in later years the machine was modified for tractor haulage as was the machine shown above.

The Progress Elevator

The Maundrell Elevator

Edward redesigned Gough's 'pole and chain' hay and straw elevator using a much improved quadrant and pinion system to raise the elevator, probably around 1900. This he later named the "Progress Elevator" to continue the name of his bicycles and the Progress Iron Works, his first workshop.

A testimonial dated March 27th 1906 talks of an elevator bought from Maundrells "some twenty years ago" so they must have produced a design as early as 1886 although that may have been to Gough's original design. Another testimonial states that an elevator was bought from the Agricultural Show at Portsmouth in 1906 and another for agents in Taunton.

The earliest known advertising sheet dates from 1902. (see above) The elevator was called the "Maundrell's Improved Hay, Corn & Straw Elevator". The sheet shows the 31 foot trough model which was to become the "Progress Number 1". This was available at £41 for the basic model with extras:-

Angle Gear for working with Thrashing Machine	£2-10s
Hood for top trough	£2
Horse Gear on travelling wheels with iron stakes &c. complete	£7

Maundrell Elevator and Horse Gear in operation.
The Horse Gear in the photo is not the same as the Maundrell Horse Gear preserved today and may be an earlier model, perhaps made to George Gough's design.

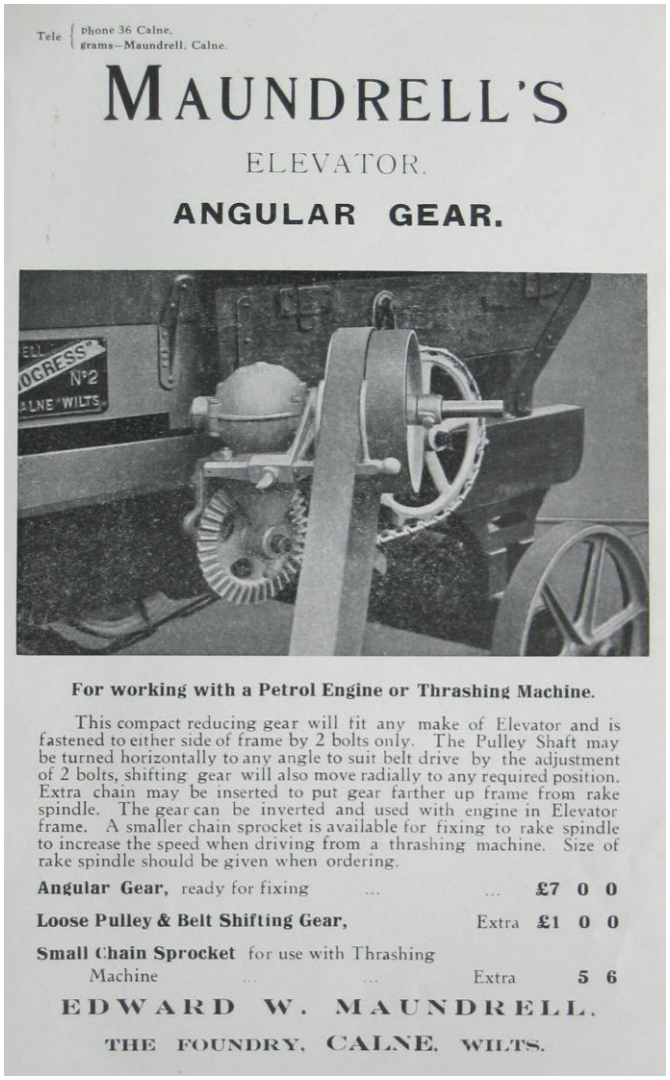
By 1906 the name "Progress" was in use and a 29 foot trough model had been introduced which was called the "Progress Number 2" This was also available in a shortened 28 foot trough version. The system for raising the trough was improved by substituting a worm gear for the original bevel gears on the winding handle shaft and there were modifications to the hopper at the bottom of the trough.
Prices were as follows:-

No. 1 Elevator 31 feet trough, strong pattern machine	£42
No. 2 Elevator 29 feet trough, somewhat lighter in construction	£40
No. 2 Elevator 28 feet trough, somewhat lighter in construction	£39
Horse Gear on travelling wheels with iron stakes &c. complete	£7-10s
Angle Gear for working with Thrashing Machine	£2-10s
Hood for top trough	£2

Progress Elevator with Maundrell Horse Gear

By 1908 an angle gear had been “improved” to allow the elevators to be driven by a small oil engine from any angle to the axis of the elevator. This became a leading product along side the elevators and could be used on any make of elevator.
Prices were as follows:-

Special Angle Gear for working with Oil Engine or thrashing machine	£3-10s
Loose Pulley and Belt-Shifting Handle extra	£0-15s



Tele { phone 36 Calne.
grams—Maundrell, Calne.

MAUNDRELL'S

ELEVATOR.

ANGULAR GEAR.

For working with a Petrol Engine or Thrashing Machine.

This compact reducing gear will fit any make of Elevator and is fastened to either side of frame by 2 bolts only. The Pulley Shaft may be turned horizontally to any angle to suit belt drive by the adjustment of 2 bolts, shifting gear will also move radially to any required position. Extra chain may be inserted to put gear farther up frame from rake spindle. The gear can be inverted and used with engine in Elevator frame. A smaller chain sprocket is available for fixing to rake spindle to increase the speed when driving from a thrashing machine. Size of rake spindle should be given when ordering.

Angular Gear, ready for fixing **£7 0 0**

Loose Pulley & Belt Shifting Gear, Extra **£1 0 0**

Small Chain Sprocket for use with Thrashing Machine ... ... Extra **5 6**

EDWARD W. MAUNDRELL,

THE FOUNDRY, CALNE, WILTS.

The Angle Gear was originally a device with bevel gears which allowed the drive belt to the elevator to be at any angle to the main drive shaft. By 1908 the angle gear had been “improved”. to allow the elevators to be driven by a small oil engine from any angle to the axis of the elevator. This became a leading product alongside the elevators and could be used on any make of elevator. Angle gear production probably reached 1000 units of more.

Edward described his elevator as the most compact on the market “No. 1 will go in a shed 6ft 3in high and No. 2 will go in a shed 6ft high.

Later, after he took over the business in 1936, Frank Maundrell designed a lightweight elevator which was designated the Progress No. 3. This reverted to pole and cable for raising the trough which was light enough to be unfolded by one man. These were sold alongside the original Nos. 1 and 2 elevators for about ¾ of the price.

Progress No. 3 Elevator at a show

The progress elevators were painted standard colours of elevator yellow and brown. The elevator yellow was a creamy-mustard yellow and the brown was a chocolate brown not unlike Great Western Railway coaches. In the early days the foundry made their own paint. The colour scheme was as follows:
Main frame, hopper, short side boards, poles and quadrants. Brown
Troughs, rakes, sprockets and road wheels. Yellow.
Nameplates, on either side of the lower end of the trough. Brown with “Progress” diagonal in Yellow. Lettering picked out in Yellow on Brown and Brown on Yellow.
Angle gear, Brown.

“MAUNDRELL CALNE” was sometimes sign written on the sides of the lower frame. In later years, transfers were used. Photographs show the namplates painted in different styles. The writer has a nameplate from a Progress No. 2 which is all brown lettering on a yellow background. Photographs used by Maundrells for publicity show a brown background with yellow lettering with the word “progress” in brown on a diagonal yellow background.

Progress Elevators were still being advertised for sale by Maundrell's as late as the 1950's but it is not known when the last one was made. The Gough and Maundrell elevators were very well made machines and were known as the "Rolls Royce" of elevators. It is interesting to note that spares for Gough's elevators were still being supplied in 1950. The exact number of elevators manufactured is unknown but the number would probably be many hundreds of all sizes.

Progress N0. 2 Elevator at Heddington Rally in 1991

Water Supplies

In the days before mains water supplies were available to all properties, one of the foundries many specialities were the provision of water supplies, particularly to farms and other relatively remote properties.

The pumps supplied could be water powered, wind powered or driven by small internal combustion engines.

One of E.W. Maundrell's "Standard" items was a waterwheel driven pump, of which a number were produced. Waterwheels were probably produced at the foundry during the Gough days so some expertise may have already been at the foundry when Maundrell and Woodward took over. One of the last mill wheels produced at the foundry still exists at Blackland Mill near Calne. The Blackland wheel is 18 feet in diameter and is said to be capable of delivering 8 ½ horsepower. It was made in 1900.

Maundrell's water pumping wheels which were about six-foot diameter and were usually fitted with a crank which was used to drive a reciprocating pump. The pump took water from the stream which also powered the waterwheel or from a nearby well. An example of one of these wheels is preserved at Lackham School of Agriculture.

Wheels of this type are known to have been supplied to Langham Farm, Southwick, Cowage Farm, Hilmarton, Widdenham Farm, Box and Wick Farm, Lacock.

Martin Watts made a study of waterwheels and the following are his descriptions:

Lackham School of Agriculture

A record of the original site of this wheel was seemingly not made. The wheel is all iron, 5'-11" diameter x 12 7/8" overall wide. The shrouds are in six segments each side, joined by iron plates bolted to each end, carrying 24 curved sheet metal buckets bolted to integrally cast flanges on shrouds. Two sets of six flat arms bolted to the shrouds and into socketed naves. Nave patterns very similar to Langham Farm wheel, Southwick. Wheel shaft is 1 ½" diameter with a disc at one end with a crank pin, giving a throw of 2 ½"
30th Jan 1976.

A Maundrell water-wheel preserved at the Lackham School of Agriculture.

Langham Farm, Southwick **Grid ref: ST 807551**

The waterwheel at Langham Farm, Southwick, Wiltshire was advertised for sale in Jan 1974, and subsequently surveyed by Martin Watts before its removal.

Langham Farm is just in Wiltshire, north of Rode village, between mill sites at Rode Bridge (S) and Tellisford (N).
Wheel of all iron construction and in a workable condition, although no longer used to drive the two pumps housed nearby. It is situated in the open, remote from the farmhouse and buildings, the pumps being housed in a derelict shed.
Water supply is from a leat taken from the Frome some 300 - 400 yards upstream and the wheel is undershot, being lowered into the stream when required.

Wheel: 5'-0" overall diameter, 3'-01/2" overall shrouds with. Shrouds 9" deep x 3/16" thick. 2 sets of six arms 2 ¼" wide x 3/8" thick, flat section, no taper. Bolted to outside of shrouds by six bolts (2x3) and into housings on outside face of naves by two bolts. 18 curved metal buckets, bolted with 5 bolts each end of shrouds. Shaft is 3" diameter iron, with slot and single iron key at each end to hold bosses inside naves.

Drive: 5 1/2" diameter - overall - teeth pinion, 2" pitch, on wheelshaft with chain link drive to similar on horizontal shaft, 36" centre distance. On this 1 ¾" diameter iron shaft is a 20 1/2" x 2 5/8 "belt pully, with 3 tapered grooves for wedge shaped rubber belting. This drove a pump via 5'-0" centres drive wheels with a 6" diameter belt pulley. The pump was by H.J. Goodwin Ltd. Quenington, Glos. England. On the far end of the first driven shaft is a toothed gear, 9 ½" overall diameter bolted onto a boss on the shaft end, which appears to have driven a 3" overall diameter similar gear on a second pump by a rubber and metal chain link belt. Two outlets or pump take-offs are buried in the grass N. of the hut.
Wheel Control: The wheelshaft is about 11'-0" long, spanning the race, and is fixed at each end in bearings bolted to two timber levers' 5 1/2 "x 3 ¼" section. A semi-circular iron rack is bolted to downstream end of each lever, 17' on radius (over teeth) and the rack pivot on a 1 ¾" diameter iron shaft. Each rack has 43 teeth 1 ¾" pitch. The wheel is lowered and raised by a hand wheel geared to the racks by a worm gear, to a 1 ¾" diameter shaft with two pinions, one to each rack.

The wheel and gear were evidently removed shortly after it was surveyed in 1974, to pump water to a larger waterwheel in Devon.

John Sawtell traced the dismantled wheel to a yard of Engineers, Saunders of Chagford, Devon, in the mid 1980's.

Widdenham Farm, Box **Grid ref: ST 839709**

Surveyed by Martin Watts on 29th October 1977:

"Water Wheel (pumping)" shown on horse-shoe loop in course of By-Brook on 6" OS (XXV. NE. 1923 (1919R)), with "Pumping Station" shown to S, the latter being in Box Parish. Wheel site actually on parish boundaries. (Modern pumping station buildings dated 1935 & 1940)

Remains of small iron wheel in an iron box remain at the end of a masonry and industrial brick dam. Wheel formally 6'-0" on diameter x 3'-10 ½" on wide, but much deformed and overgrown.
Shrouds: 6" deep; thin plate, which has split and become badly holed. Only two parts remain above rubbish in wheelpit. Carried curved buckets – presumably both shrouds and buckets were of steel. All buckets gone.

Arms: Two sets of 6, flat section, 2 ¼" x ½". Four bolts to shrouds, 2x2, at 3" centres radially and 1" centres circumferentially; two bolts to naves at 3" centres radially. Top arms bent over parallel (!) with shaft.
Naves: Max 15" across, with recesses to carry arms. Nave casting ¾" thick between sockets, 1 ¼" thick at sockets to give ½" recess. Boss Cast as part of inside of nave, 4 ½" diameter x 1 ½" deep, keyed to shaft. Shape and dimensions of nave castings comparable to other small pumping wheels – see Laycock, (Wick Farm & Lackham College), Southwick (Langham Farm), - and therefore possibly by Maundrell of Calne.
Shaft: 2 ¼" diameter. At west end carried in brasses in closed bearing. Other could not be seen without partial excavation.

Wheel was breast shot, but water control could not be determined.

Wick Farm, Laycock **Grid ref: ST 907688**

Upstream from Arnold's Mill, a small, modern pumping wheel in a derelict condition. Only part of the shroud remains on the arms. The wheel is contained in an iron box which has a neat penstock, with a plate bearing the name:

E. W. MAUNDRELL
CALNE WILTS.

The box is built into brick and concrete breastwork across a small weir, and is built towards the west bank of the stream.
The wheel: Breast shot; 6'-0" maximum diameter x 1'-6 ¾" maximum width, on arms. Shrouds 6" deep; integral cast flanges for fixing buckets, 24 in number. 2 x 6 flat iron arms, bolted to shrouds and into open sockets on shaped naves. Maximum 13" across naves. 1 5/8" diameter shaft, with disc for crank pin to pump at west end, 2 ½" throw.
Note: Nave/arm fixings similar to those of the pumping wheel re-built at Lackham College, Laycock.

The wheel drove a pump –now gone – which lifted water up to a reservoir serving Wick Farm and cottages, from a well. It replaced a John Wallis Titt wind pump, and was evidently set up in the late 1930's.

The wheel is not indicated on OS 1:2500 2nd edition 1900 (XXVI.10). and on 1924 edition "sluice" is marked at approximately this site.

Cowage Farm, Hilmarton

The wheel at Cowage Farm was removed in 1970 when it was described in the Wiltshire Gazatte:

"A relic of more then a century past has just been dismantled by Mr. Jim Wilson, of Cowage Farm, Hilmarton, near Calne.
It is a 6ft. diameter cast iron waterwheel with sheet metal buckets which was powered by the diverted Cowage Brook and used for pumping water half a mile uphill to the farm. The wheel was worked by undershot action – the water passing make it turn. It was built by the late Mr. Edward Ward Maundrell at his foundry in Calne and the bricks used to construct the wheel house were made by a Mr. Henly at the now closed Calne brickyard off Oxford Road.
By use of hatches the level of the water was raised from the brook and diverted 200 yards to the wheel. It returned to the brook by an underground culvert.

PUMP STOLEN

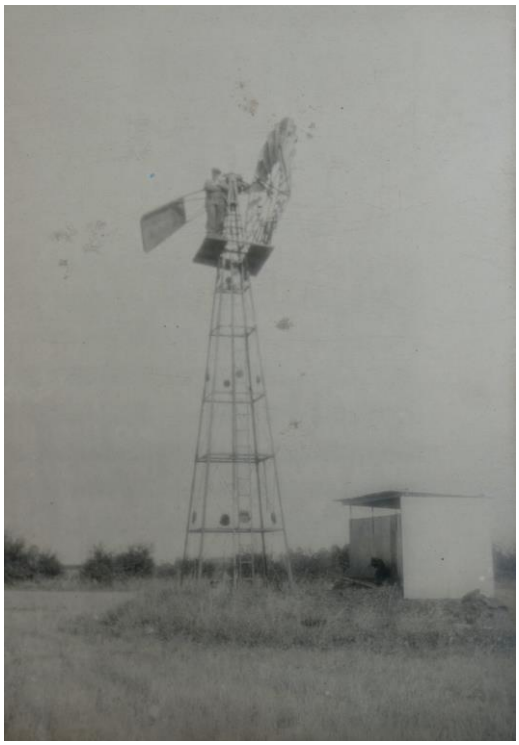
The wheel remained in use until 30 years ago when the solid brass pump it powered was electrified. Thieves raided the wheel house and took the pump away with them.
The farm buildings where the water was required are some 600 feet higher than the brook.
Mr. Wilson, who may preserve the wheel as a reminder of a by-gone age at the farm. Decided to remove it and demolish the wheel house so that he can reclaim the land on which it stands."

A picture was included with the caption "Mr Jim Wilson of Cowage Farm, Hilmarton, standing alongside the old water wheel, which formed part of the pumping system
which supplied his farm.

Wind Power

Wind powered pumps were supplied to many farms in the Calne area. A multi-vaned windmill was supplied which was coupled to a submerged pump fitted at the bottom of the well. The windmill and pump were "bought out" items usually supplied by Thomas and Sons of Worcester who produced the "Climax" wind pump or from John Wallis Titt of the Woodcock Ironworks in Warminster.

It is recorded that a Climax wind pump was erected by Maundrells at Narley Lane, Studley in October 1934.



Another wind pump erected by Maundrells at Whitcom Farm, Hilmarton was repaired by Maundrells in September 1935 after being damaged by a gale.

Death of Edward Ward Maundrell

Edward Ward Maundrell remained as head of the business until his death in 1936, when his son Frank took over. He was still actively involved in the business in his 79th year.

4. The Foundry under Frank Maundrell.

In 1936 there was an announcement in the Wiltshire Gazette:

THE FOUNDRY, CALNE

The Administrators of the late
EDWARD W. MAUNDRELL
Have arranged to continue the business
Under the personal management of
MR. FRANK MAUNDRELL

The departments include the manufacture of the Progress Elevators, Haymakers, Rollers, Drags Etc.
Agency for Agricultural and General Machinery.
Engineering in all its branches, including Steam Boiler Inspection and repairs. Sterilizing plants.

Petrol and Oil Engines. Water Supplies to Estates, Farms, Etc. Thrashing Tackle and Machinery of all Descriptions on hire. Castings in iron, gunmetal, aluminium etc. Bacon Factory equipment, Mill-writing, Welding Etc.

We extend our thanks to the numerous customers for their Support to the late Mr Maundrell for over 50 years, and Sincerely trust to be favoured with continuance thereof.

Orders, enquiries for quotations etc. will be esteemed and We hope to give prompt satisfactory attention.

Frank continued to trade under the name E. W. Maundrell. Frank's letter head stated that E. W. Maundrell were "Manufactures of Agricultural Implements and Bacon Factory Appliances" also "Engineer, Iron and Brass Founder, Water Supplies, Heating Installations, Repairs, "Progress" Elevators, Haymakers, Agent of all types of Machinery"

Frank Maundrell was born at Calne on 3rd April 1888. As a child, Frank's childhood ambition was to drive pigs from Calne railway station, from where they were walked to C & T Harris Ltd.'s slaughter house in The Pippin, in Calne. Later his interests changed to the showman's engines

which visited Calne, and which were sometimes repaired at his father's works. He knew many showmen by their first names and he became a keen supporter of the early steam rallies.

Frank served his apprentiship at Taskers of Andover, the traction engine builders, before joining his father at the foundry. He took over the business on the death of his father in 1936 and retired soon after the second world war when he sold the foundry to partners, Welch and Jenkins. In retirement, and he lived for a time at Fairfields, in Quemerford, the house near to the building which had been his father's early workshop.

Soon after taking over the business, Frank designed and built the "Progress No. 3" hay and straw elevator. Being raised on the poles and cable principle, it was slimmer than Edward's models and cheaper to build. A change in the market and keen competition made the change necessary.

At the time he took over the business, the farmers were still experiencing the depression and finding it difficult to pay their way. The Milk Marketing Board saved many farmers by taking their milk and paying for it by monthly cheque which they received on the 21st of each month. There was insufficient cash to settle all the outstanding accounts so it was a battle of wits between the farmer, trying to avoid payment and the supplier trying to get a few pounds on account. The 21st of the month bought Frank Maundrell out to the farms at breakfast time, if possible, when the farmer was in the kitchen and was opening his post. This was not easy. If the farmer saw him approaching the farm, he would move out and his wife would say that he was away or that he was working in some inaccessible, distant part of the farm. If the farmer was caught at breakfast, then the old excuse was that he had just used his last cheque and was waiting to get a new cheque book when he went to town on market day. Cheques in those days were not printed in the account holder's name. Frank's strategy was, with the aid of his spy glass, to view the farm from some vantage point before approaching the farm house. If the farmer was not a breakfast, he would then know were to find him on the farm. The answer to the cheque problem was to go armed with an assortment of cheque books from all the local banks. It was said to Frank on one occasion that if he pushed and worried the farmer too much, his name wouldn't be put in the hat for payment next month!

Frank had many retorts. When asked how he was, his reply was "Oh, just able to sit up and take nourishment".

He was pretty shrewd and could soon weigh a person up. One farmer he always described as "Hiding his dishonesty under a cloak of religion".

Maundrell's men had the reputation of knowing all the swear words. Frank's advice to all new apprentices was that "You will never make an engineer unless you know how to address a spanner on a frosty morning".

The foundry continued to operate during the second world war. The staff were in reserved occupations but a number still managed to join the armed forces. In 1942, John Maundrell Buckeridge, who by then was working in the office, joined the army and served in the newly formed R.E.M.E. (Royal Electrical & Mechanical Engineers) and Martin Speary joined the Navy as an engineer. The following is an account written by Ruth Maundrell, Frank's younger daughter, who worked at the foundry during the war.

An extract from "Calne at War 1939 – 1945" by John Whiles
Published 1995 ISBN 0 95257070X

The Foundry (F. Maundrell) CALNE

Agriculture being the front of the "Home Services" the Foundry played an important role in the district as General Engineers and Iron Founders.
Work was undertaken in many spheres, both in the Military and Civil engineering, with RAF Compton Bassett and RAF Yatesbury nearby.
Also, the manufacture of hay and straw elevators, ploughing and corn milling equipment, together with a large range of steam and petrol engines and tractor repairs being carried out.
The important business of Iron Founding was the prime factor, hence the name, The Foundry. At one time almost every manhole and drain cover throughout the town carried the name E.W. Maundrell. Castings for every purpose were made during the war when spare parts became difficult to obtain. The foundry side of the work was in great demand.
During the winter months the task of thrashing the corn for farmers across a large area was done by four sets of tackle, with steam engines to haul and drive the machines. Some of this work was accountable to the Ministry of Agriculture and Food (M.A.A.F.), commonly called "Ag and Fish", who supplied members of the Women's Land Army with bicycles to travel to the farms and help with the thrashing.
This where we at the Foundry first came across the endless government forms, (now all to familiar). The chaps in charge of each set of thrashing tackle used to spend their Sunday afternoons making up the returns on the amount of corn thrashed, and for whom, during the previous week, for delivery to Mrs Kent at the Food Office in the Public Library on Monday mornings.
The staff at the Foundry were all highly competent people in their various trades, but could turn a hand to any job as required. They also served in Home Defence Services in a part time capacity as a staff list* shows. We were very proud to have some members doing full time service in the Armed Forces also mentioned here*.

By Ruth Maundrell (Younger daughter of Frank Maundrell)

**shown in the publication but not re-produce here*

Some additional notes after a conversation with Anne Speary (Ruth's sister):

During the war the foundry bell, which was used to make the start and stop times of the day, was not allowed to be used. Its use would have been a signal that an invasion had started! A whistle was therefore used instead to mark the starting and stopping times. Use of the bell was resumed after the war.

During the war a German aircraft dropped a bomb on the railway station in Calne and debris was thrown in the air, some of which fell on the foundry causing some damage, including the destruction of Ruth's bicycle.

Thrashing by steam continued until at least about 1947 when the remaining traction engines were sold, mostly for scrap.

Work for the local RAF stations continued to be important to the foundry after the war until the stations at Yatesbury and Compton Bassett closed.

In 1946, Frank retired and sold the business to partners Welch and Jenkins. He sent the following to his customers:

Dear Sir(s),

It is with deep regret that, after many years in which this business has been in my family, the time has come for me to curtail my activities. I have therefore sold it to two younger men, Messrs. R.B. Jenkins and G.J. Welch who have taken over as from 31st March and will carry on the same tradition and under the name of "Maundrell Foundries Ltd." They have asked me to stay on with them for some time in an advisory capacity and this I have gladly agreed.

I wish to take this opportunity of thanking you for the pleasant business relationship which has always existed between us in the past and I hope you will extend this to the new owners in whom I have every confidence.

Frank died on the 6th December 1967 at 31, The Pippin, Calne.

5. Maundrell Foundries Ltd. Under Welch & Jenkins

The joint directors of the new business were G.J. Welch, R.B. Jenkins and A. A. R. Oxford. The business had now become Maundrell Foundries Ltd.

Mr Welsh and his family lived at the foundry house, No. 2 Horesbrook (now known (2005) as Maundrell House), previously occupied by the Maundrell family and before them doubtlessly the Goughs.

In the 1951 Calne and District Directory, Maundrell Foundries Ltd. were still using an engraving of the Maundrell Elevator and listed combine Harvesting, Thrashing and Bailing among their services.

It is recorded that the foundry employed about 30 people in 1952.

In February 1954, new working hours were introduced. The following letter was sent to customers:

Dear sir/Madam,

In order to increase the efficiency of our works, and to improve the working conditions of our employees, we have decided to introduce a 44-hour week starting on Monday, the 12th April.

The new working hours will be from 7.30 a.m. to 5.30 p.m. Monday, Tuesday, Wednesday and Thursday, and 7.30 a.m. to 4.30 p.m. Friday.

The stores will continue to be open from 8 a.m. to 12 noon on Saturdays and a senior member of staff will be in attendance.

Should you require the services of a Mechanic on Saturdays to deal with a mechanical breakdown, please ring Calne 2318 or 2336, as we are arranging to have a small number of men standing by at their homes to deal with emergencies.

We wish to emphasize that our aim is to continue to give you the best service at a competitive price, and with your co-operation we feel that this new time table should work to our mutual satisfaction.

Much of the manufacturing side of the business including the foundry was eventually discontinued, the last casting being cast on 14th July 1957 but some fabrication work continued.

Some feeding troughs being delivered circa 1960 paused for a photo on the Green, Calne. Michael Welch on the left.

With the end of foundry work, the business needed a new name, Maundrell Foundries Ltd didn't fit anymore so the Business became Maundrell (Calne) Ltd.

The letter head of October 1957 gave the firm a new name of Maundrell (Calne) Ltd. and stated that they were: Agricultural and General Engineers, Farm Water Supply Specialists and Contractors to the air Ministry. They were members of The National Federation of Ironmongers and the Agricultural Machinery & Tractor Dealers Association. They were also agents for International Harvester.

Mr Jenkins business card stated that Maundrell Foundries Ltd. were "Agricultural, Water Supply and General Engineers, Iron-founders, Thrashing Contractors and Bacon Factory Equipment Makers".

By 1961 Jenkins had been replaced by Michael J. Welch, G. J. Welch's son.
In January 1961 they made the following announcement which was sent to existing customers:

13th January, 1961

Dear Sir,

IMPORTANT ANNOUNCEMENT.

The time has come in this rapidly changing world when we must conform to the general trend, and specialise.

We have re-organized our business, and as from the above date will be concentrating on the Agricultural side of engineering.

In the future, we shall be unable to carry out any general work. Our Stores Department will, however, still be at your disposal and we hope to make full use of it.

We take this opportunity of thanking you for your past support, and for the cordial relations which have existed between us.

The letter was signed by G.J. and M.J. Welch as joint Managing Directors.

The business continued for a number of years but was eventually closed and the buildings were put to various other uses.

Robin Butler used part of the workshops as a general engineering works producing agricultural machinery until the 1990's.

Other users included Arrow Tyres and Keith Milton car repairs.

Probably the last user of part of the foundry was K. R. Milton a motor repair firm who had premises in part of the main yard.

The lower yard was the first part to be turned into a small housing estate but the main yard was built over in 2002 and became Edrid's Court. The front of the workshops, originally built for George Gough has been preserved as the front wall of the new houses.

Appendix 1 Ernle Woodward

Ernle Woodward was born in Calne 1850 and he was baptised in Calne 31st March 1850; his parents were John and Amelia Woodward. In the 1861 census he was living with his parents at Rookery Farm and was listed as a scholar aged 11 years. In the 1871 census, Rookery Farm is noted as being of 220 acres and John Woodward employed 4 men and 2 boys. Ernle does not appear in the 1871 census.

Ernle was married in Calne in 1876 to Jane Beaven. By the 1911 census he is living in Biddestone, Castle Combe, an agricultural engineer, aged 61 and married for 5 years to Kathleen Ellen, aged 28 in 1911.

I have found very little else about Ernle except for an obituary in the local press.

Ernle died in September 1911 and a notice was published in the Wiltshire Times & Trowbridge Advertiser, Saturday 16th September 1911.

CALNE

DEATH OF LIEUT. WOODWARD

On Sunday the death occurred of Mr Ernle Woodward at the residence of his sister Mrs Bridges, Roughleaze Farm. Mr Woodward who was 58 years of age, and had been in feeble health for the last two years, and in the early part of this year he underwent an operation in the Bath hospital. Some years ago, he was a member of the firm of Maundrell and Woodward engineers, Calne. After the dissolution of partnership, he was in the employ of Messrs Tike and Smith, Melksham, and a few years ago purchased the old established business of Attwood, agriculture engineers, Biddestone. The deceased too had a great interest in the Volunteer movement, joining the Calne company as a private and eventually rose to the rank of commandant of the Calne contingent, which position, on his retirement some years ago was taken by Lieut. Redman. He possessed the decoration for long service.

He was buried at Trinity Church, Calne.

According to family stories, Ernle Woodward worked at some time for Fowlers of Leeds the traction engine manufacturers though I have found nothing to confirm this.

Appendix 2 - Edward Ward Maundrell

The following was written by John Maundrell Buckeridge 1916-1999

Edward Ward Maundrell (EWM), my grandfather, was born on the 5th of November 1857. As a child my earliest recollection was his birthday and Guy Faulkes celebrations in the 1920's in the yard of his foundry in Horsebrook Calne. My three brothers and our friends, the four Heath brothers, as they became old enough, made up the party. For several weeks previously we had collected the waste paper and cardboard from our respective father's shops L. J. Buckeridge, the grocer and R. S. Heath the stationer and printer. The bonfire we created increased in size every year but Grampy Maundrell always stood at the ready with his hosepipe just in case things got out of control. As the retired Superintendent (or the Chief Fire Officer as he was called) of the Calne Fire Brigade he was competent to deal with any such emergency. The celebrations continued every year until 1935.

EWM was appointed Superintendent of Calne Fire Brigade in 1888 and retired in 1921. A fearless driver, he would gallop the horses with great skill to the scene of the fire. That was after Mr Haddrell had

managed to catch the horses which were grazing in his field in Abbard. The last fire he and other members of his Brigade attended was in C & T Harris' big sawdust store at the bottom of Horsebrook in 1921. Nearly all the men were then over 60 and they retired together. It was while ringing the volunteer firemen from their beds that the fire bell, mounted on the Town Hall, was rung so hard that it cracked. This was the last fire at which the manual fire engine was used. EWM's son Frank took over the Brigade and fitted a Lister engine to drive the pump.

My grandfather was descended from a long line of Calne farmers. His great-great-great grandfather Henry Maundrell farmed at Mannings Hill before 1765 when Capability Brown landscaped the area and flooded the valley (and Henry's farm) to form Bowood Lake. EWM, the only son of Edward Maundrell of Quemerford Gate Farm had a mechanical turn of mind. His father apprenticed him to a relative, Joseph Hill, the agricultural engineer of Highworth. Edward and other apprentices used to hang up-side down by their toes from the roof supports of the workshops when Mr Hill was away. EWM held the endurance record for this feat of stamina.

After leaving Hills my grandfather set up business manufacturing penny farthing bicycles in a disused chapel in the Quarry, Calne. The Quarry is now London Road.

In about 1885 the local agricultural and general engineering and foundry business run by George Gough & Sons in Horsebrook, Calne came on the market. G. I. Gough & son, the solicitor in Church Street Calne are direct descendants from this family. EWM went into partnership with Ernly Woodward and purchased Gough's business in Horsebrook. Woodward had been with Fowlers of Leeds the steam engine manufacturers. Woodward left the business in 1888.

Soon after EWM took over the business from Goughs, his uncle Rowland Maundrell who farmed at Calstone Wellington, asked him to come and see him. He wanted to place an order for some agricultural equipment with EWM and so help him with his new business. Rowland was known for his early morning rising and he jibed the townsmen for their late hours of starting work. He told EWM to come over to Calstone "in the morning, first thing". EWM arrived at a quarter to four, fifteen minutes before his uncle's getting up time. Rowland was most upset to be caught in bed and EWM almost lost his order.

EWM ran the engineering business in Horsebrook until the day of his death, the 30th March 1936, in his 79th year. He was an honest and upright man, respected by his friends and employees alike. I remember him as a tall sparsely built man with a slight stoop, a King George V beard and stern appearance. He always wore a navy-blue suite and a starched upright fly collar. He added a starched shirt front and cuffs when attending functions or black leather button up gaiters when visiting muddy farms. He always appeared calm and fearless. His voice was always a mumble and he appeared unable to raise it, not that he found it necessary to do so. He had a great sense of humour but would not tolerate fools. He loved telling anecdotes and had a habit of grasping his chin and beard whilst he did so, between grunts and mumbles.

One of EWM's men was replacing a repaired weather vane on Calne Town Hall. He dropped the weather vane into the river Marden. EWM said, "He needed two hands to hold on and another two to fix it, I had to go up and fix it myself."

Bill Cleverly, an old employee at the Foundry, told me of the time he went with EWM as driver's mate to move a set of thrashing tackle. Evidently EWM was short of a driver so took the then young Bill with him to move the tackle himself. The tackle was made up of about 10 tons of traction engine, a full-sized thrashing machine and a straw trusser. EWM and Bill arrived at the top of Black Dog Hill, on the Chippenham road into Calne. EWM decided to change into low gear to descend the hill. To change gear, it

was necessary to stop the engine, withdraw a locking pin and engage a different set of gears by sliding one set out of gear, then sliding another set into gear. During this operation the engine had to be on level ground or chocks had to be put under the wheels to stop the engine moving because the engine would be disconnected from the wheels and no brakes were fitted. The road appeared to be level so no chocks were applied but no sooner had the gears been disengaged that the engine started to roll forward and about 16 tons was rolling down the hill. EWM mumbled "Hold on Bill" and as they gathered speed, he managed to keep the engine on the road. It eventually came to a standstill at the bottom of the hill. He engaged the gears and continued the journey immediately saying it a matter-of-fact voice, "You need your heart in the seat of your trousers not in your mouth for this job". Young Bill had been frightened to death!

At one time EWM cut off one of his fingers in the circular saw. He immediately rummaged about in the sawdust, found his finger, held it in position on his hand, bound it up and eventually it grew back together again.

One day EWM was looking at a side rake and discussing what repairs were necessary when the foreman turned the machine round. EWM's hand was in the way and a tine passed completely through his hand. He grunted and said calmly, "Look what you've done". The foreman, feeling very shaken, reversed the machine so drawing the tine from EWM's hand. EWM continued the discussion and gave instructions for the repairs before moving on. No further mention was made of the accident. EWM considered that only a fool would put his hand in such a position that it would be injured as it was; he would not tolerate fools.

EWM once drove his car, a Ford Model T, into a wall and bent the mug-guard. At this time, he rented the old Canal Warf at the back of Calne Town Hall. Rather than take the car back to the Foundry at Horsebrook for all to see, he drove it to a shed on the Warf. He spent all night straightening it and repainting the wing so that no one should know, for only a fool would drive his car into a wall and bend the mug-guard.
The Ford Model T, like all other cars of the time, had to be hand cranked to start the engine. The clutch on the model T was immersed in oil which in cold weather, became very thick making the cranking operation rather difficult, as the clutch had to be turned against the resistance of the oil. It became the habit to jack up one of the rear wheels when starting in cold weather as this made cranking the engine much easier. Once the oil had warmed a little it was possible to lower the jack. EWM once crank started his model T on Calne Warf, without jacking the rear wheel. The parking brake on the model T was notoriously unreliable. With the engine running, the car started to move. EWM's son Frank arrived at the scene to see his father with both hands on the radiator desperately battling to prevent himself and the car disappearing into the canal. EWM was highly annoyed for allowing himself to get in such a ridiculous position.
The oil lamps on cars did not give much light. One evening in the winter, EWM was driving his model T Ford car from Yatesbury with a load of his men when he approached the T junction with the Cherhill – Beckhampton Road (now the A4). Some hundred yards or so from the junction, thinking he had already reached it, he turned right, into a field. Without hesitation he carried on, joining the Calne road at a considerable distance nearer to Cherhill than was intended by the road builder. One of the shaken crew remarked, "There was no road there Mr. Maundrell", to which he replied, "No and I haven't got time to make one either". The matter was closed and the journey continued.

He once told me of an amusing incident. He had retired to bed but was awakened by the squeaking of some machinery. This so offended his engineer's ear that he got up, dressed and went out to investigate the source of the noise. He eventually tracked it down to the tower head gearing of a windpump in Wenhill, about a mile distant. The pump supplied water for Pinhills Farm. The farmer had neglected to oil

the gears. EWM retraced his steps to the Foundry, got an oil can, returned to Wenhill, climbed the windpump tower, oiled the gears then returned home to bed.

A very clever engineer, EWM would take on any job offered to him. He loved a difficult job and often did them so that he could say he had done it rather than to make a profit from it. One such job was the fence round the Central Park in High Street, Calne. (Demolished in the late 1960's to make way for Calne Inner Relief Road). The Guild Hall which original stood on the site was demolished in 1882 and the owner, the Marquis of Landsdown, gave the site to the inhabitants of Calne "to be an open space forever". The Central Park was created and enclosed by a dwarf wall surmounted by a decorative fence. The park was triangular in plan with two long and one short side, with rounded corners. The wall on one long side was roughly level but the other sides sloped to their apex, at two different angles of slope. The long walls were about 70 yards long and the short side in Market hill, about 35 yards. EWM designed the ornate fence in 6-foot sections of cast iron. Almost every section had to be cast from a separate pattern to ensure that the verticals were in fact vertical even though the walls sloped. When it came to the corners the sections were made straight then bent to suit the radius of the corner. No mean achievement with cast iron which is a very brittle material. The total cost to the town was well under £100. This engineering achievement was removed for scrap during the second world war.

EWM developed the engineering business considerably and designed and built waterwheels and pumps and installed many miles of water mains and water supplies over a wide area of Wiltshire and neighbouring counties. EWM also developed bacon factory equipment and machinery for Thomas Harris of C & T Harris and became the biggest supplier in the country. He equipped many factories in the country and exported machinery to Ireland, Denmark, New Zealand and Africa.

EWM cast many of the lamp posts and gratings for the Calne Town Council. One lamppost bearing the name "Maundrell & Woodward" was still standing in Castle Street in 1960.

EWM's main work was always agricultural engineering and he designed and manufactured the "Progress" hay and straw elevator, the Favourite" back action haymaker, a horse gear, cheese presses and intermediate gearing. The intermediate gearing was to allow machinery designed for horse drive to be driven by the then new small internal combustion engines being imported from America. He later designed and made an "Angular Reduction Gear" with modern lines to replace the intermediate gearing. Many hundreds were made and sent all over the country.

With his heavy steam traction engines and know how, EWM successfully tackled some heavy haulage jobs. Dismantling and transporting Lancashire steam boilers of up to 40 tons in weight was a speciality. Another job he did was soon after the first world war when he dismantled one of the Hangers built for the Royal Flying Corps at Yatesbury. The enormous doors and roof principles were transported without dismantling to a site near Calne Railway Station where they were used by C & T Harris.

EWM was always a very busy man but he found time to serve on Calne Town Council for a number of years. His engineering experience was a great asset and his advice was often sought and acted upon. Unfortunately, he could not, or would not, adapt himself to the new-fangled ideas of hygiene. The last straw was when the medical officer advised that it was dangerous to use the river water for laying the dust in the town streets. The pump opposite the wharf, which still exists, had been used until then to fill a water cart which was then driven around Calne spraying the roads. EWM did not agree with the medial officer but he was outvoted. After that he did not seek re-election to the council although he was nominated without his permission. Public notices had to be posted by EWM announcing that he was not standing for election.

In his youth EWM was always known as a dare-devil, even with his penny farthing bicycle. His long legs made it possible for the front wheel to be of a large diameter so he could go faster. He was known as "Bicycle Maundrell" and carried off many of the prizes in the local cycling world. EWM told me that he and his friends used to let their penny farthings run free down Smellings Hill into Silver Street. They used to put their legs over the top of the handlebars just in-case they hit a stone. If this happened, they would be shot over the handlebars and land on their feet. Provided they landed running no injury would be sustained.

EWM would also relate the story about the time he was cycling to Malborough via Devizes. He was walking up Dunkirk Hill, Devizes, it was impossible to cycle up steep hills on a penny farthing, when a man on one of the new-fangled safety bicycles passed by him. The rider turned his head as he passed and with a wry grin and a loud voice said "good morning". With his large wheel EWM's penny farthing was capable of a high-speed downhill so he was able to say "good morning" as he sped past the same rider down the log gentle slope of Shepherds Lane between Devizes and Beckhampton.

Eventually EWM changed to a safety bicycle which he used for short journeys, right up to his last years. He always mounted via a back step, penny farthing style, which he had specially fitted to his safety bike.

One of EWM dare-devil exploits of his younger days was, during a bad very cold winter, to have ice- skate through a tunnel on the Calne to Chippenhan canal. He used to tell of the winter which had six weeks of frost in February!

When a comparative young man he rode a motor cycle. One day whilst passing over the bridge in Chippenham a pedestrian walked into him and knocked him off his machine. EWM fractured his jaw on the curb. Dr. Ferguson of Calne fixed him up with a truss to hold his jaw in place. It was most uncomfortable, restricted his speech and made eating almost impossible. EWM promptly made a mould of his jaw from Kimmeridge Clay and got his pattern maker, George Weston, to fashion a wooden splint from it. This was perfectly comfortable, allowing full speech and eating comparatively simple. The splint is now in the Buckeridge family collection.

Another of his tales was about the gipsies on Clench Common near Malborough. It was known that on occasions one of them would lie in the road and when a traveller stopped to see if he required help, he would leap up and rob him. One day, EWM was travelling across Clench Common when he came upon a man lying in the road. Quickly he lifted the front wheel of his motorcycle and passed right over him. I can still hear him saying quite calmly in his quiet mumbley voice, "I didn't stop, I drove straight over him".

Edward Ward Maundrell was born on 5th November 1857 and died at Calne on the 30th March 1936. His parents were Edward and Julia (nee Ward) Maundrell who farmed at Quemerford Gate Farm, Calne.

He was apprenticed to his uncle Joseph Hill, agricultural engineer of Highworth.

On completing his apprentiship he started up on his own, building bicycles, in a building on his father's farm at Quemerford Gate.

With the expansion of his business, Edward was able to take over a building in Quemerford village. The building still stands and is now (2008) a Sub Post Office and General Store.

In December 1880 he entered into an agreement with Mr. Thomas Harris, bacon curer of Calne, to rent premises in the Quarry, Calne (now London Road), a former Wesleyan chapel. The letting was for a period of 5 years at a quarterly rent of £13-5s-0d. E.W.M. called these premises “The Progress Iron Works” and described himself as “Engineer, Machinist and Bicycle Manufacturer”.

Edward now specialised in the manufacture of Ordinary Bicycles (better known as Penny Farthings), which he called his "Progress" range.

Old ordinance survey maps show the “Progress Works” near Back Road so that may have been another works or the name on the map is misplaced.

When Edward left the London Road chapel it was leased to the Primitive Methodist Church as a place of worship once more.

Bicycle Maundrell

In the same year, 1880, then aged 23, his name appeared in Henry Sturmey’s ‘Indispensable Guide to the Bicycle’. The entry reads *“Calne (Wilts), This little town, situated in close proximity to the famous Bath road, boasts of a single manufacturer, whose works are handy for repairs in case of an accident whilst touring over this well-known highway. He turns out three stirling machines”.* Under the heading Edward W. Maundrell, engineer, Quemerford, Sturmey lists three models, *“Progress Hollow Fork, Progress No. 1, and Special Progress,*” followed by detailed engineering specifications. Each model was offered with six different wheel diameters, to suit the length of the rider’s legs. Prices ranged from £7 to £14-14s-0d.

Edward’s nick-name at this time was “Bicycle Maundrell”. Having long legs, he was able to have a larger wheel fitted to his machine which enable him to go faster on the level or down hill, but he had to walk up steep hills. This high gear ratio made him a difficult opponent to beat in the local bicycle races.

Edward With One of His “Progress” Ordinary Bicycles

E.W.M.'s own undated price list describes his bicycles as follows: -

THE PROGRESS BICYCLE, No. 1a.

In designing this Bicycle, the principal object in view has been to make a sound reliable machine at a price low enough to compete with the so-called cheap Bicycles which are being manufactured and sold at very low prices, but which will stand only a very small amount of constant use. It is fitted with cone or plain bearings, 50 and 20 steel spokes, crescent steel rims, horn handles, pigskin saddle, spanner and oil can.

PRICE PAINTED IN TWO COLOURS –

Diam. of front Wheel in inches		£	s	d
48	----------	7	0	0
50	----------	7	10	0
52	----------	8	0	0
54	----------	8	10	0

Front spoon brake 6s extra.

THE "PROGRESS BICYCLE.

This is a very strong machine and well suited for road work; it is light, rigid and very easy running, and will be found a very serviceable roadster; it is fitted with ball bearings to front, and cones to back wheel; 60 and 20 steel spokes, fluted detachable cranks, cross or straight horn handles, front spoon brake, pigskin saddle, oil can and spanner.

PRICE PAINTED IN TWO COLOURS –

Diam. of front Wheel in inches		£	s	d
48	----------	10	0	0
50	----------	10	10	0
52	----------	11	0	0
54	----------	11	10	0
56	----------	12	0	0

Brown's 'Aeolus' bearings to front wheel £1 extra.

Nickel plating extra.

THE "SPECIAL PROGRESS" BICYCLE

This Bicycle is designed to take the place of either a racer or light roadster, which consequently makes it very suitable for road racing; it is very light and rigid, being constructed with great care and of the best materials, fitted with Brown's improved "Aeolus" ball bearings to both wheels, hollow front and back forks, 60 and 20 spokes, patent "Potential" rims, fluted steel detachable cranks, cross or straight horn handles, suspension saddle, oil can and spanner.

PRICE PAINTED IN TWO COLOURS –

Diam. of front Wheel in inches		£	s	d
48	----------	14	10	0
50	----------	15	0	0
52	----------	15	10	0
54	----------	16	0	0
56	----------	16	10	0

Nickel plating extra

THE PROGRESS TRICYCLE

This machine is made to supply a want long felt amongst many who require a good reliable machine at a moderate price. It is constructed on what is known as the open front or hay-fork principle, with two forty-two-inch side wheels, and steering wheel behind. The frame is tubular, thus making it very light and strong. The workmanship and materials are of the best quality, and it will be found equal to any machine in the market at the price.

Price, painted in two colours, £12 12s

-

Small Tricycles for children, to order.

AGENT FOR ALL THE LEADING MAKERS

Liberal discounts allowed for cash

-

Bicycles and Tricycles on hire at the following rates: -
6d. per hour, 2s 6d. per day, 7s 6d. per week, £1 per month.

-

Lamps, Bags, Saddles, Spanners, Bells and
every description of Bicycle and Tricycle
requisites kept in stock or supplied
with the least possible delay.

-

Rubber Tyres, best quality, red or grey, from
3s 6d. to 6s 6d. per lb.

-

Best Tyre Cement 1s 6d. per ½ ld packet.

-

Bicycle and Tricycle Fittings supplied.

-

Repairs of every description done on the shortest notice.

Although he manufactured the machines, he bought in some components. The front fork head and backbone pivot drop forgings on some machines for instance were bought out parts. I know that E.W.M. made and threaded the spokes for the wheels. John Buckeridge could remember hearing from an old employee at the Foundry (E.W.M.'s later works in Horsebrook, Calne) that

the ends of the spokes were hardened by heating them to a blood red colour and then plunging them into a bar of soap. The rate of cooling achieved the degree of hardness required. Except for the forgings mentioned, it is thought that he manufactured all the other parts. The hubs would have been a simple turning and boring operation on a lathe. The leather saddles, although not difficult to make, may have been made by a local saddler.

In 1883 E.W.M. took a Mr Ernly Woodwood into partnership. In November of that year, Mr Thomas Harris, the owner of the Progress Iron Works, agreed that Woodward could also occupy the premises. The rent was raised to £15 per annum.

Ernly Woodward is said to had been an employee of John Fowler & Co. (Leeds) Ltd. The traction engine and plough manufacturers. With Woodward's knowledge of that industry, they intended to set up business as ploughing contractors. The young up and coming engineer, E.W.M. with his farming contacts would have made him an ideal partner. Little is known of Ernly himself. He only remained a partner with E.W.M. for 3 years.

The only known existing bicycle manufactured by E.W.M. is the one on show at Calne Heritage Centre. This is a 54" Special Progress machine originally costing in the region of £16. It was restored by John Maundrell Buckeridge in the 1930's. Unfortunately, the original brass nameplate which was soldered to the backbone became detached and subsequently lost when the bicycle was being used in a local carnival. John immediately made a replica using the original metal stamps which had survived. During the 1930's, the jigs, fixtures, taps and dies for the production of bicycles and tricycles were stored in a large cupboard at the south end of the foundry machine shop. The stamps were still in a large tool chest in the loft at the foundry in 1962.

Edward was quite a tear-away in his youth (according to his contemporaries). He was a keen racing cyclist as well as a bicycle manufacturer. Only ordinary (or "Penny Farthings") cycles in those days. Having long legs, he was able to have a larger wheel fitted to his machine which enable him to go faster on the level or down-hill, but he had to walk up steep hills. He used to race on the banked track which then existed around the outside of Calne Recreation Ground.

One of the stories E.W.M. used to tell was that one day, whilst walking and pushing his bicycle up Dunkirk Hill into Devises, Edward was passed by a man riding his low geared, new-fangled safety bicycle. The rider said very sarcastically in a loud voice, "Good Morning". However, having passed through Devizes, as Edward sailed down the slope of Shepherd's Shore towards Beckhampton, a long straight downhill run, he overtook the rider of the safety bicycle. The safety rider's legs were going at a rate of eighteen to the dozen whilst Edward's were going at a nice comfortable speed. Edward reciprocated with another "Good Morning".

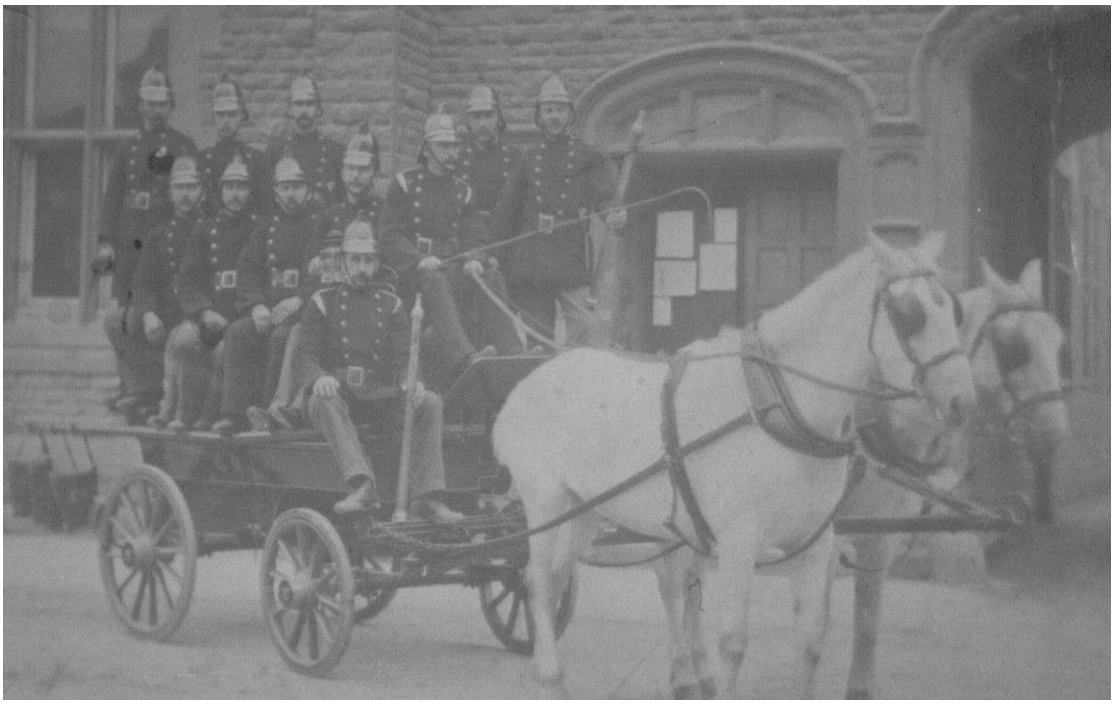
The bicycle being ridden by Paul Buckeridge in Calne carnival in 1937 or 1938 with John L. Bodman walking behind.

The bicycle in 2006 on display at Calne Heritage Centre

E.W.M. continued to run his business in Horsebrook, Calne, although his bicycle manufacturing certainly ended when the demand for ordinary bicycles ended.

Appendix 3 – Maundrells and Calne Fire Brigade

The story of Maundrells of Calne would not be complete without a mention of Calne Fire Brigade. From the last part of the 19th century until the beginning of the second world war, Calne had a volunteer fire service which was manned mainly by the men of the Foundry. In the early days the Captain of the Fire Brigade was Edward Maundrell. The picture below shows the horse drawn, manual fire pump complete with 11 firemen outside Calne Town Hall.



Edward became superintendent of Calne Fire Brigade in 1887. At that time, they had two hand operated fire engines, 59 leather buckets, 3 ladders and two 40-foot lengths of hose. Fires were not frequent in the early days, only one fire was attended between November 1898 and June 1904.

Haddrell's, a coach proprietor of Calne supplied the horses to pull the number one fire pump to fires. This arrangement was satisfactory provided that the fire didn't happen on a Thursday, when the horse drawn bus was away in Devizes for market day.

Following a fire at C&T Harris's sawdust store in Horsebrook, Calne, Edward handed over control of the brigade to his son Frank. This was 1922 and the engine was still horse drawn. It was decided to modernise the fire engine so the modifications were carried out at the Foundry. The two-horse pole was replaced by a draw bar so that the engine could be towed to fires behind Haddrell's newly purchased, Ford charabanc and a Lister engine was fitted to drive the manual pump via a flat belt drive.

John Buckeridge who was later a member of the brigade, takes up the story: -

"*Saturday 8th September 1928 was a glorious day and my father, Launcelot John Buckeridge, grocer of High Street, Calne, had driven my mother, me and my brothers to Wansdyke on Blackland Down, for a picnic. As we waited in the early evening for him to collect us, to take us home, we could see across the valley at Yatesbury, clouds of smoke rising from one of the aircraft hangers. The hanger was on part of CWS's farm and full of ricks. Some little time after we returned to Calne, the fire hooter was sounded to summon the volunteer fire brigade to the fire. The firemen appeared at the double and pushed the fire pump from the fire station near Calne*

Town Hall to a position on the Strand. Unfortunately, Haddrell's charabanc was out of town and therefore not available to tow the engine to the fire. The fireman's embarrassment was increased by the present of the usual large crowd which congregated to watch the turn-out. No solution to the problem was readily to hand.

At this point, Vic White, who possessed a powerful car with a tow bar, appeared on the scene. The fire engine was immediately hitched up to the car and the Calne fire engine and crew raced off to the scene of the fire. As the retinue left the Strand, the Chippenham fire brigade appeared at the top of High Street, speeding towards the fire, mounted on their modern Dennis self-propelled, solid tyred, fire engine.

A race to the fire ensued in spite of the shouts of alarm from the Calne men who feared for the wooden wheels on their engine. Vic did not heed their cries and fortunately the wheels held tight. Although the Calne brigade were hotly pursued by the Chippenham brigade, Vic saved Calne's honour by arriving first at Yatesbury. The Calne men also succeeded in getting water onto the fire before the Chippenham men."

The fate of the aircraft hangar is not recorded.

John Buckeridge continues: -

"Reliance on Hadrell's charabanc was obviously most unsatisfactory, especially as it got older. Eventually it was incapable of towing the engine with the firemen on board. I remember quite well on 11 August 1928, being in Castle Walk, Calne, looking towards Bowood. Silhouetted against the skyline was Hadrell's charabanc with fire engine in tow, crawling slowly up the Drive from Mile Elm towards Pinhills Farm. Messrs Amor and Pocock had a rick fire there. Behind the fire engine were a straggling line of firemen on foot. They had trotted up New Road and Smelling's Hill and were fit to drop."

By the 3rd October 1928 the Calne Town Council had provided something better for the brigade. On this date they attended a fire at Mr Thomas Hughes farm at Chittoe Heath, mounted on their own self-propelled fire engine. It was still the old No. 1 pump with its Lister engine drive but the foundry had now mounted it on a Ford Model T chassis. The chassis had come from a lorry used, before being discarded, by the town's Gas Works. For some years it had been used daily for the transporting of coal from Calne railway station to the gas retorts in Horesebrook. Certainly, it was progress, but considering the mileage of the old lorry, with its primitive ignition system and the fact that it had to be hand cranked to start, it was not surprising that starting and overloading problems were soon encountered.

The photograph below shows Calne's first self-propelled fire engine and some of the fireman behind Calne Town Hall. The children in the background are probably John Buckeridge and his brothers Ted and Paul.

By 1935 the Borough Council, for the very first time, purchased a modern purpose-built fire engine. Demonstrations were given by several manufacturers. Frank Maundrell recommended the Dennis equipment. Unfortunately, as Dennis did not have an agent in Calne, he had to settle for a Morris.

The old No. 1 manual fire engine which Edward W. Maundrell took over in 1887, was used, with modifications, right up to 1935. The No. 1 engine with its Lister engine drive to the pump and mounted on a Ford Model T chassis was advertised for sale, but no customer was found. In the end Maundrell's bought it for £15.

The 1935 engine is shown below, with Frank Maundrell on the left, Ruth his daughter, sitting next to the driver and John Buckeridge standing near the rear wheel. John appears to have been added to the photograph after it was taken.

Association with the fire brigade continued into the war years and the photograph below shows the new AFS (Auxiliary Fire Service) men with the new hand drawn pump. The regular firemen look on from their engine in the background wearing a rather less glamorous uniform. Frank Maundrell is second from left, John Buckeridge is at the top and directly below him is Frank's daughter Ruth.

It was during the early part of the war when an incident occurred in the fire station. The fire brigade had been issued with a rifle and six rounds of ammunition. The firemen of course knew nothing of the safe use of firearms and kept the rifle with a round "up the spout" without a safety catch. One evening a fireman, who has remained un-named, was fooling about with the rifle and fired it by mistake. Fortunately, no one was shot and the bullet was embedded in the fire station wall, where it presumably remains to this day.

Firing one of the only six rounds caused some problems because every round had to be accounted for. Luckily John Buckeridge had a home museum which contained amongst other things mementos from the 1914-18 war. An identical live cartridge was found and substituted for the spent one and no one was any the wiser.

Appendix 4 – Diary of Apprentice John Maundrell Buckeridge

This diary was kept by apprentice John Maundrell Buckeridge between April 1933 and March 1936. It was kept to keep track of his overtime payments and other income between those dates and also includes such things as sale of top hat to one of his brothers and half a crown found under the settee in the front room. John would have been 16 years old at the start of the diary. This record gives an idea of the variety of the jobs undertaken by the engineering department at that time.

Notes:
May 1933 H.W. = Harold Weston who was a Forman at the foundry.
June 1933 The shop refers to Buckeridge's grocer's shop where John lived at the time
July 9th 1933 Paul was John's brother.

1933		**How obtained**	**£ s d**
April 8th		already	6d
April 8th	Rawlins & Phillips with Harris	from 12 – 2:30 Putting conveyor worm back in top story (2 ½)	1s 6d
May 20th	Blackford & Son	Turning girders round on leaks & cleaning up casting from top of spring after H.W. had welded it. 4 – 4:45	6d
May 31st	Blackford & Son	Drilling new guides & 2 new plates for brakes after Stanly had relined them. Drilled new rod for gear change with H.W. Wed (2 ½)	9d
June 4th		Found 1d + 6d + 1s under the side board of the old till in the shop.	1s 7d
June 7th	Bodman	Worked on after tea 5:30 – 7:30. I was on Bodmans mower. (2 hrs)	9d
June 9th	Pocock	Fitted Lister Engine to Pocock's elevator with H.W. & J. Pocock 5 – 6:30 (1 ½)	9d
July 4th	Harris	Mr Harris 1st at bottom of Chilvester. Putting pump back with Pocock 5 – 5:30 (1/2)	2d
July 7th	A. Druett	Druitt's lorry; fetching wings with H.W. 5 – 6 (1)	6d
July 9th		Sold small pair of trousers to Paul	1d
July 14th		R.S. Heath (1/2)	6d
July 17th	John Slora, Yatesbury	Fitting repaired parts of pump back with David Coombs. 4 – 7:15 (3 ¼)	3s
July 18th	Calne Picture Palace	Took liner out of gas engine with F. Harris 4 – 4:15 (1/4)	
July 19th	Corsham Park	Took 4/0 saws down with F. Maundrell 4 – 5:30 (1 ½)	
July 21st	Lord Crew	Ram at Whtham with F. Maundrell 4 – 5:30 (1 ½)	

July 24th	C. Vines	Assembling Fordson tractor with F. Harris. Piston had come off the crank and went through the head which had to be welded. 4:30 – 10:30 (6)	3s
August 8th	Calne Picture Palace	Repairing seized gas engine with F. Harris 4 – 7:30 (3 ½)	2s
August 9th	Pounds	Making iron guards to go round washer with M.W. 4 – 4:30 (1/2)	
August 11th	Calne Picture Palace	Looking after gas engine 7 – 9:30 (2 ½)	2s
August 18th	Calne Picture Palace	Repairing seized gas engine with F. Harris (2nd time) 4 – 7:30 (3 ½)	
August 19th	Calne Picture Palace	Looking after gas engine during matinee 2 – 4 (2)	
August 23rd	Major York	With W. Fell, fixing ½ pipe from ram to adjoining field. 4 – 8 (4)	3s 7d
August 25th Friday	C. Bridges, Gotacre	Fixing V. iron supports for water wheel & pump with F. Harris 4 –6:15 (2 ½)	6d
August 26th Sat	Smith	Smith's railway carriage, helping the Cleverlys clear up the mess after their traction engine had stuck in the mud. 12 – 12:30 (1/2)	2s 6d
August 28th Mon	Pocock Spirthill	Boring for water with J. Pocock and W. Girgell 4 – 6 (2)	
August 29th Tues		Found half a crown under the setee in the front room.	2s 6d
August 30th Wed	Gas Co.	Repairing coke trolley with H. Weston 4 – 6 (2)	
August 31st Thur		Found 1d under hedge. Mrs N gave me. Sold top hat to Paul.	1d + 3d
September 4th Monday	J. Slora Yatesbury	Repairing same pump as July 17th with W. Fell. Setscrew came out at top of the plate under the 4-5 bucket. ½ for dinner.	
Sept 5th Tues	J. Slora Yatesbury	Replacing broken bearing with new and starting second pump. With W. Fell.	
Sept 6th Wed	Clark Avebury	Fixing new rocking gear to house pump with A. Barry. 4 – 6-30. 1/2 for dinner	
Sept 7th Thur	Clark Avebury	Finally fixing new rocking gear to house pump with F. Maundrell & A. Barry. 1/2 for dinner 4 – 6-45	3s 7d
Sept 19th Tues	Calne Picture Palace	Repairing (3rd) seized gas engine with W. Worldley. 4 – 7	1s 6d
Sept 22nd Fri	Wiltshire's Church Street	Fixing bike rests with W. Fell 4 4-30 (1/2)	
Oct 4th	Lambourns	Fetching broken pump from holding near station. 4 – 4-30 (1/2)	6d
Oct 10th	W.J. Wright Beressbrook	Lagging pipe & fixing cow bodes (?) with W. Fell 4 –5 (1)	

Oct 11th	W.J. Wright Beressbrook	Lagging pipe & fixing cow bodes with W. Fell 4 –5 (1)	
Oct 12th	ditto	ditto	
Oct 13th	ditto	ditto	
Oct 13th		Found in the sawdust up the foundry	1d
Oct 16th	Pickford Horton	Inspecting pump and found that it pumped no water because the well dry. With W. Fell, D. Combes & A. Barry. 4 – 4-30 (1/2)	1s
Oct 17th	W.J. Wright Beressbrook	Same as October 10th 4 – 5-30 (1 ½)	
Oct 18th	Gas Co.	Ratcheting holes for flange on boiler for inlet for water. With F. Worldly (4 ¾) (4 - 5-45 [½ for tea] 6-15 – 9-15)	
Oct 19th	Gas Co.	ditto 4 – 6-30 (2 ½)	3s 8d
Oct 20th	Spencer's Patford House	Fixing heating operation with W. Fell 4 – 5 (1)	
Oct 23rd	ditto	ditto 4 – 6-30 (2 ½)	
Oct 25th	Harris Co.	Cleaning up 8 aluminium patterns of fire bars for Harris 4 – 5 (1)	
Oct 26th	Keivils Mill	Keivils Mixer Making worm with Worldly 4 – 5 (1)	2s 2d
Oct 27th	ditto	ditto 4 – 5 (1)	
Oct 30th		Blades for corn cracker 4 – 5 (1)	
Oct 31st		ditto 4 – 5 (1)	
Nov 1st		Decarbonising Maxwell with F. Harris 4 – 5 (1)	
Nov 2nd		ditto 4 – 5 (1)	
Nov 3rd	Harris Co.	Grinding wedges for hangers 4 – 5 (1)	2s 2d
Nov 6th	Keivils Mill	Fixing mixer with F. Worldly 4 – 5 (1)	
Nov 7th	ditto	ditto 4 – 5 (1) took photo	
Nov 8th	ditto	ditto 4 – 5 (1)	
Nov 9th	Harris Co.	Drilling hangers 4 – 5 (1)	
Nov 10th	ditto	Grinding wedges 4 – 5 (1)	2s 2d
Nov 13th	ditto	Grinding wedges for hangers 4 – 5 (1)	
Nov 14th	Keivils Mill	Fixing mixer with F. Worldly 4 – 5 (1)	
Nov 15th	ditto	ditto	
Nov 16th	ditto	ditto	
Nov 17th	ditto	ditto	2s 2d
Nov 25th	Stock	Paraffin engine. Clean piston & new plug arrangement with H. Weston + R. Smith. 12 – 1 (1)	
Nov 27th	Brice, Cowage	Inspecting waterwheel & tank. With W. Fell & F. Maundrell ½ for dinner 4 – 5 (1 ½)	
Nov 28th	ditto	Ditto 4 – 5 (1 ½)	
Nov 29th	ditto	Ditto ½ for dinner	11d
Dec 1st		Fire Engine Nozzle Rack with H. W. Weston 4 – 4-30 (1/2)	5d
Dec 11th	Miss Brown, Heddington	Fixing Pulper & Chaff Cutter to floor and fixing new belts. With R. Weston 4 – 4-45	6d

		(3/4)	
Dec 18th	Mrs Harris, Chilvester Hill	Inspecting hot water supply with F. Fell 4 – 5 (1)	
Dec 19th	ditto	Ditto ½ hr for dinner 4 – 5-30 (2)	
Dec 20th	Lord Crew, Whetham	Cleaning out ram with F. Maundrell 4 – 5 (1)	1s 8d
Dec 22nd	Pickford, Horton	Refixing engine tank & pump head (welded) & trying to start pump with F. Worldly, S. Cleverly & F. Maundrell. 4 – 6-30 (2 ½)	
Dec 27th	Lord Crew	**Holiday**. Water wheel pump at Rottle (*?*). Removing bits of brick from under valve with F. Maundrell. 2-40 – 3-40 (1)	1s 9d
1934			
Jan 15th	Harris Co. Ltd.	Cutting tables 4 – 5 (1)	3d
Jan 26th	Boyers, Trowbridge	Fixing a cast iron tray under an angular gear and above air agitator with F. Maundrell. (Trying to stop oil running into lard) 4 – 4 (1)	5d
Feb 6th	Avebury	Fixing collars on shaft on thresher with F. Maundrell 4 – 6 (2)	6d
Feb 22nd	Payne, Mile Elm	Laying new pipe for well to new pump with W. Fell 4 – 5 (1)	
Feb 23rd	ditto	Ditto, 4 – 4-30 (1/2)	
Feb 28th	Stock	Blackstone oil engine. Broke down just before 4 pm Put it in order again with H. Weston & R. Smith 4 – 5 (1)	9d
March 1st	Pickford, Horton	Fixing rims on tractor wheels. V iron rings made in smith shop with H. Weston 4 – 4-30 (1/2)	
March 13th	Mrs Cutts, Holyditch	Turning plug for restricting water supply to cow bowls with H. Weston. 4 – 4-30 (1/2)	6d
April 18th		Blackstone oil engine in shop. Taking out piston and fitting new rings etc. with H. Weston 4 – 5-30 (1 ½)	6d
Mat 11th	Lord Crew, Wetham	Took ram to pieces & started it. 4 – 5 (1)	3d
June 5th	Pocock, Bremhill	Riveting up mower knife. 4 – 5 (1)	6d
June 9th	Pocock, Pinhills	Riveting up mower knife. 12 – 12-30 (1/2)	
June 11th		Put Banford & Dering (?) mowers together that had arrived by rail up the station. ½ dinner. (1/2)	
June 11th	Major York	Repairing Banford mower with H.W. Weston and F. Harris 4 – 7-30 (3 ½)	
June 13th	Henly, Sands Farm	Repairing mower knife with H. Weston. 4 – 4-30 (1/2)	2s 5d

June 15th Friday	Blackford (farm)	Fixing new eye to mower blade. Drilling brass collar and pins for mower for F. Harris 4 – 5-30 (1 ½)	
June 15th Friday	Angell (Coal merchants) Anchor Road	Making silencer for lorry with H. Weston and R. Smith. 5-30 – 7 (1 ½)	
June 18th	Lord Crew. J. Cleverly Blackland	Inspecting and trying to put right water supply siphoned from well in hills which would not work. With F. Maundrell. 4 – 7 (3)	2s 5d
June 22nd Friday	Stock	taking lock off engine with H. Weston R. Smith 4 – 5 (1)	6d
June 30th Sat	Blackford & son	Fixing extra axle and wheels to Leyland Bull lorry. With H. Weston Wirdly Harris Bradfield. 12-30 – 6 (5 ½)	
July 2nd	Stock	Sorting out scrap for sending away. With S & J Cleverly Combes and Bradfield. 4 – 5 (1)	2s 9d
July 6th	Major York	Finding well and examining old lead pump at back of house. Petters Farm. With F. Maundrell. 4 – 6-30 (2 ½)	
July 7th Sat	Brice, Cowage	Fixing up brine pump and engine for pumping water from spring to farm – no water to drive water wheel. With David Combes & S. Cleverly 12 - 2-30 (2 ½)	
July 10th Tues	Town Council	Pumping water from bottom of garden to Rec. (*recreation ground*) for bowling green. 4 – 9 (½ for tea) (4 ½)	4s 4d
July 11th Wed	Pounds	Drilling and tapping bearing block 4 – 4-30 (1/2)	
July 11th Wed	Town Council	Looking after engine for pumping water to bowling green. 4-30 – 5 (1/2)	
July 12th Thur	Pound, Quemerford	Making and fitting two washers to two gear cases. 4 – 5 (1)	
July 13th Fri	Pound, Quemerford	Drilling and riveting iron work to above gearboxes. 4 – 6 (2)	
July 19th Thur	Pound's Mill, Quemerford	Putting new blades to Wizard corn washer drum at the shop with H. Weston. 4 – 9 (5)	2s 9d
July 30th Mon	……..... ?	Inspecting woods for laying pipe line in Web Woods with F. Maundrell 4 – 5 (1)	6d
Aug 3rd Fri	Central Wilts Bacon Co. Devizes	Drilling hangers 4 – 4-30 (1/2)	
Aug 7th Tues	ditto	ditto ½ for dinner (1/2)	
Aug 7th Tue	Mony Keyrl	Resetting ram in Wetham Woods with F. Fell & F. Maundrell 4 – 6 (2)	1s 6d

Aug 13th Mon	Mr. York	Taking suction off pump inlet of cottages and making it work also putting "Black Jack" on joint between cottage and extra room erected by carpenters. With F. Maundrell and R. Weston. 4 – 6-30 (2 ½)	
Aug 16th Thur	Hathon,	Carrier for back of Austin. H. Weston 4 – 5 (1)	
Aug 16th Thur	Rowse	Drilling holes in rope maker 5 – 5-30 (1/2) H. Weston	1s 8d
Aug 20th Mon	Central Wilts Bacon Co.	Making pig bars ……. (?) etc. 4 – 5 (1)	
Aug 21st Tues	ditto	ditto 4 – 5 (1)	
Aug 22nd Wed	ditto	ditto 4 – 5 (1)	
Aug 23rd Thur	ditto	ditto 4 – 5 (1)	
Aug 24tht Fri	ditto	ditto 4 – 5 (1)	1s 7d
Aug 27th Mon	ditto	ditto 4 – 7-30 ½ for tea (3)	
Aug 28tht Tues	ditto	ditto 4 – 7-30 ½ for tea (3)	
Aug 29th Wed	ditto	ditto 4 – 8-30 ½ for tea (4) with R. Smith & H. Weston	
Aug 30th Thur	ditto	ditto 4 – 5 (1)	4s 2d
Aug 31st Fri	Blackford & Son	Making duct for pipes to go in a wood block floor. H. Weston, R. Smith, F. Worldly 4 – 7 (3)	
Sept 3rd Mon	Central Wilts Bacon Co.	Erecting pig bars at Devizes with F Fell, C. King, F. Hyde ½ for dinner 4 – 5-30 (2)	
Sept 4th Tues	ditto	ditto 4 – 5-30 (1 ½)	
Sept 5th Wed	ditto	ditto 4 – 5 (1)	
Sept 6th Thur	ditto	ditto 4 – 5-45 (1 3/4)	3s
Sept 7th Fri	ditto	ditto 4 – 5-30 (1 ½)	
Sept 10th Mon	ditto	ditto 4 – 5-30 (1 ½)	
Sept 11th Tues	ditto	ditto 4 – 5-30 (1 ½)	
Sept 12th Wed	ditto	ditto 4 – 6 (2)	
Sept 13th Thur	ditto	ditto 4 – 7-15 (3 ¼)	3s 7d

Sept 14th Fri	Blackford & Son	Leyland Bull lorry lengthening. H. Weston, R Smith 4 – 5 (1)	
Sept 17th Mon	Central Wilts Bacon Co.	Pig bars with w. Fell 4 – 6 (2)	1s 7d
Oct 9th Tues	Lord Crew, Norley Lane, Studly	Erecting 15ft Climax Windmill. S. Gross 4 – 4-30 (1/2)	
Oct 10th Wed	ditto	ditto laying pipe line. F. Hyde, S. Gross 4 – 5-30 (1 ½)	
Oct 11th Thur	ditto	ditto laying pipe line. F. Hyde, S. Gross 4 – 5 (1)	1s 7d
Oct 12th Fri	ditto	ditto laying 2" pipes from reservoir to two catch pits. S. Gross 4 – 5-30 (1 ½)	
Oct 13rd Sat	Frome United Ales & Stouts, Red Lion, Amesbury.	Inspecting 60ft well and discovering that well was pumped dry every time. W. Fell & D. Combes. 7am – 8am & 12 – 2pm (3)	
Oct 23rd Sat	Stock	Trying 3 plunger Worthington pump for Wireless Station. Weston & Gross (1/2)	
Oct 25th Thur	Maundrell, Cullerton	Fixing 3 plunger Worthington pump to pump waste of ram to farm. With A. Barry. S. Gross (1/2 for dinner) 4 – 4-3- (1)	
Oct 26th Fri	ditto	Ditto (1/2 for dinner) 4 – 5 (1 ½)	1s
Ost 27th Sat	ditto	Putty valve and testing pressure (80lb) on Worthington pump and inspecting reservoir (12 – 1-30 (1 ½)	
Oct 30th Tues	C. Vines, Whitley	Taking to piece mag. On engine and cleaning it. F. Maundrell 4 – 5 (1)	
Nov 2nd Fri	Maundrell, Cullerton	Fitting larger pulleys to Worthington pump on hire. F. Maundrell 4 – 5 (1)	2s 2d
Nov 3rd Sat	ditto	Fitting larger pulleys and plugs to Worthington pump. 12 – 2 (2)	
Nov 7th Wed	Central Wilts Bacon Co. Devizes	Erecting brine pipes and pig bars. (1/2 for dinner) W. Fell 4 – 5 (1 ½)	
Nov 8th Thur	ditto	ditto (1 ½)	
Nov 9th Fri	ditto	ditto W. Fell (½ for dinner) 4 – 5-30 (2)	2s 2d
Nov 12 Mon	ditto	ditto W. Fell (½ for dinner) 4 – 5-30 (2)	
Nov 15th Thur	Tanney, Chippenham	Taking measurements etc. for heating pipes. F. Maundrell. 4 – 4-30 (1/2)	2s 5d
Nov 17th Sat	ditto	Ditto 12 - 1 (1)	
Nov 19th Mon	Central Wilts Bacon Co. Devizes	Erecting trays under brine pipes in chill room. With W. Fell ½ for dinner 4 – 7 (3 ½)	

Nov 20th Tues	Central Wilts Bacon Co. Devizes	Erecting trays under brine pipes in chill room. With W. Fell ½ for dinner 4 – 5-30 (2)	
Nov 21st Wed	ditto	ditto ½ for dinner 4 – 5-30 (2)	
Nov 22nd Thurs	ditto	ditto ½ for dinner 4 – 5-30 (2)	
Nov 23rd Fri	ditto	ditto ½ for dinner 4 – 5-30 (2)	3s 4d
Nov 26th Mon	Mr York, Peter's Farm	Puddling clay and fixing a dam across spring in ditch at Dr's Springs. 4 – 5 (1)	
Nov 27th Tues	Isles, Gotacre	Fetching Fordson Tractor on lorry with D. Combes. 4-30 – 5-30 (1)	
Nov 27th Tues	Fry, Hilmarton	Refloing (?) ram at the bottom of Snow Hill. 4 – 4-30 (1/2)	
Nov 28th Wed	Lord Crew, Narley Lane	Laying pipe line from windmill to James' at So How Inn and 2 cattle troughs. W. Fell ½ for dinner 4 –4-45 (1 ¼)	
Nov 29th Thur	ditto	ditto ½ for dinner 4 – 4-45 (1 ¼)	
Nov 30th Fri	ditto	ditto ½ for dinner 4 – 5-45 (2 ¼)	3s 2d
Dec 1st Sat	ditto	ditto 12 – 1 (1)	
Dec 3rd Mon	ditto	ditto ½ for dinner 4 – 5 (1 ½)	
Dec 4th Tues	ditto	ditto ½ for dinner 4 – 5-30 (2)	
Dec 5th Wed	Blackford and Son	Welding up ironwork for Calne Church reading desks 4 –5 (1)	2s 2d
Dec 11th Tues	Maundrell, Calestone	Decarbonising Amanco engine fixed to Worthington 3 plunger pump with is on hire. ½ for dinner (1/2)	
Dec 12th Wed	Mr Taylor, Rowd	Taking apart Maundrell waterwheel and pump for bushing and chipping wheel. D. Combes. ½ for dinner 4 – 5-30 (2)	1s 2d
Dec 20th Thur	Mr Taylor, Rowd	Replacing pump and waterwheel etc. S. Cleverly and D. Combes. ½ for dinner 4 – 5-30 (2)	
Dec 21st Fri	ditto	ditto ½ for dinner 4 – 5-30 (2)	1s
Dec 22nd Sat	ditto	ditto 12 – 2-30 (2 ½)	1s
1935			
Jan 9th Tues	Blackford and Son	Cutting and drilling plate 9 sq x ½ thk 4 – 4-30 (1/2)	5d

Jan 14th Mon	Stock	Paraffin engine, Blackstone Taking out piston and fitting new rings etc. H Weston. R Smith. W Gingill 4 – 6 (2)	1s
Jan 18th	Wilts County Council	Drilling holes etc. in tar pots and fixing brake. Thermometers and Guards. ½ for dinner 4 – 5-30 (2)	
Jan 24th	ditto	ditto. ½ for dinner 4 – 5-30 (2)	
Jan 25th	ditto	ditto. ½ for dinner 4 – 5-30 (2)	1s
Jan 29th Tues	Godwin, Lynham Saw Mills	Making new red lead joints on double cylinder portable. W. Fell 4 – 5-15 (1 ¼)	
Jan 30th Wed	ditto	ditto. 4 – 5-15 (1 ¼)	
Jan 31st Thur	ditto	ditto. ½ for lunch 4 – 5-15 (1 ¾)	3s 1d
Feb 11th Mon	Mrs Taylor, Rowd	B lay out pipes between water wheel and house. F Maundrell 4 – 6 (2)	
Feb 13th Wed	Pocock, Pinhills	Refixing air vessel to pump at Whenhill after drilling and fixing plug in pipe. D Combes 4 – 4-30 (1/2)	1s
Feb 18th Mon	Mr Taylor, Rowd	Blowing out pipes between house and water wheel. D Combes 4 – 5 (1)	4d
Feb 26th Tue	Stock Foundry	Casting 4 – 4-30 (1/2)	
Feb 28th Thur	Harris Co	Lard Pan 4 – 5 (1)	6d
Mar 1st Fri	ditto	ditto 4 – 5 (1)	
Mar 4th Mon	ditto	ditto 4 – 5 (1)	
Mar 5th	ditto	ditto 4 – 5 (1)	
Mar 6th	ditto	ditto 4 – 5 (1)	
Mar 7th	ditto	ditto 4 – 5 (1)	2s 2d
Mar 8th	Pocock, Sfarthet (?)	Assembling coke crusher after repair 4 – 4-30 (1/2)	5d
Mar 21st Fri	Tanney, Chippenham	Fixing copper drain pipes to boiler our cutting starts for …(?) in plate on floor F Maundrell 4 – 4-30 (1/2)	
Mar 27th Wed	Stock	Well boring gear. Drilling holes in ….(?) With H Weston 4 – 5 (1)	
Mar 28th Thur	Sims Builders	Grinding planer blades H Weston 4 – 5 (1)	2s
April 1st to 5th	Put on Full Time	4 – 5 (5)	1s
April 6th Sat	Tanney, Chippenham	Fixing oil pump to donkey pump. F Maundrell 12 – 1 (1)	
April 8th to 12th	Full Time	8 – 5 (5)	1s 6d

April 15th to 18th	Full Time	8 – 5 (4)	1s
April 24th Wed	Pocock, Pinhills	Inspecting double acting pump at Wenhill. Brass liner moved. F Maundrell ½ for dinner 5 – 6-30 (2)	
April 23th to 26th	Full Time	8 – 5 (4)	1s 9d
April 29th to May 3rd	Full Time	8 – 5 (5)	1s
May 7th to 10th	Full Time	8 – 5 (4)	1s
May 13th to 17th	Full Time	8 – 5 (5)	
May 16th Thur	Bodman, The Rockery	Fixing pipe work from boiler for …. …. (?) and steaming block. With C King. 5 - 5-30 (1/2)	
May 17th Fri	ditto	ditto 5 - 5-30 (1/2)	1s 5d
May 20th to 24th	Full Time	8 – 5 (5)	1s
May 27th to 31st	Full Time	8 – 5 (5)	1s
June 3rd to 7th	Full Time	4 – 5 (5)	1s
June 10th to 14th	Full Time	4 – 5 (5)	
June 13th Thur	Lord Crew	Putting ball race in windmill at Narley Lane F Maundrell 5 – 6-30 (1 ½)	1s 7d
June 15th Sat	Bushton Chappel	Dismantling old stove and chimney and erecting new. F Maundrell 12 – 1-30 (1 ½)	
June 15th Sat	P Vines, Chashet (?)	Inspecting 5 Hp Lister for fixing hopper on tank. F Maundrell 1-30 – 2 (1/2)	
June 14th Fri	Full Time	4 – 5 (1)	
June 17th to 20th	Full Time	4 – 8-30 ½ for tea (14)	6s 6d
June 22nd Sat	Blackford & Son	Repairing tractor mower finger bar and knives H Weston 12 – 2 (4 ½) 2-30 – 5 Took parts back to the farm at the foot of the White Horse. Fixed finger bars and knives. Shaped knife etc. F Maundrell	
June 25th Tue	Gas Co. Calne	Barrel new bottom. C King, A Barry. 8 – 8-45 (3/4)	
June 21st Fri		5-30 – 8 (4-5)	
June 24th to 27th	Full Time	Full Time 4 – 5 Overtime 5-30 – 8 (19 ½)	11s 8d
June 28th Fri	ditto	Overtime 4 – 5 / 5-30 – 8 (3 ½)	
July 1st to 4th		Overtime 4 – 5 / 5-30 – 8 (14)	9s 2d
July 5th		Overtime no tea 4 – 5 / 5-30 – 8 (4)	

Fri			
July 8th Mon	Stock	Martin side rake repairs. C King (3) D Combes (?) Making holding down iron 3ft x 1 ¼" c King	
July 8th to 12th	Full Time	4 - 5 (4)	6s 2d
July 15th to 19th	Full Time	4 - 5 (4)	1s
July 20th Sat	Chippenham Bacon Factory	Fitting old sides to new head washer. (In shop) W Fell. D Combes 12-30 – 5 (4 ½)	
July 22nd Mon	ditto	Going down and fixing new head washer and piping. W Combes C King 5 – 10 (5)	
July 23rd	Lord Crew, Keirils Berrils (?)	Cutting main and laying pipe and fitting new milk house C King 5 – 5-30 (1/2)	
July 22nd to 26th	Full Time	4 – 5 (5)	6s 10 ½d
July 29th to Aug 2nd	Full Time	4 – 5 (5)	1s
Aug 6th to 9th	Full Time	4 – 5 (5)	1s
Aug 9th Fri	W Bridges, Royal (?) Lodge	Fixing boiler and shrinking …… (?) etc. 5 – 5-45 (3/4)	
Aug 10th Sat	ditto	ditto 12 – 1-15 (1 ¼)	
Aug 15th Thur	Gilingam, Knight's Marsh	Connecting pipe to refrigerator in new mill house with C King 5 – 6 (1)	
Aug 16th Fri	Scarrot, Showman	Expanding and blocking tubes on Burrow's Traction Engine at Lyneham. ½ for dinner 5 – 7 (2 ½)	3s
Aug 12th to 16th	Full Time	4 – 5 (5)	
Aug 19th Mon	G Scarrot and Sons, Showman	Removing old tubes from traction engine in Bridges yard, Gotacre. C King 5 – 6 (1)	
Aug 20th Tue	Stock	Removing tubes from reinforcements of Rochdien Pier for Scorrost engine. Wear bathing suit and got in river. 4 – 5 (1)	
Aug 20th Tue	G Scarrot and Sons, Showman	Fixing new tubes ½ for dinner c King (1/2)	
Aug 19th to 23rd	Full Time	4 – 5 (5)	3s 8d
Aug 26th Mon	Cuff. Langley Burrell	Fixing stirling outfit; boiler; cabinet, steaming block. C. King 5 – 5-30 (1/2)	
Aug 27th Tues	ditto	ditto + fitting temporary pump over well behind mill house 5 – 6-45 (1 ¾)	
Aug 26th to 30th	Full Hr	4 – 5 (5)	3s 10d

Sept 2nd Mon	Mr. York	Dismantling pump with C. King. F. Maundrell 5 – 6-30 (1 ½)	
Sept 3rd Tue	Jennings Showman	Burrells Traction Engine (Large Size) at Biddistone. Expanding and closing up tube. C. King 5 – 6 (1)	
Sept 7th to 6th	Full Time	4 – 5 (5)	2s 8d
Sept 9th to 13th	Full Time	4 – 5 (5)	1s
Sept 13th Fri	Moneycurl, Wetham	Connecting and fixing cocks between reservoirs (by passes) between Wetham House and farmer May's house. C King 5 – 5-45 (3/4)	
Sept 16th Mon	C. Bridges, Gotacre	Blowing out pipe from tank behind house to orchard F Maundrell 6-30 – 7-30 (1)	
Sept 17th Tues	Moneycurl, Wetham	ditto (Sept 13th) C. King 5 – 5-30 (1/2)	4s 5d
Sept 18th Wed	Mr Edwards	Windmill wrecked by storm. Dismantling head and wheel. C King W Gingell 5 – 6-30 (1 ½)	
Sept 16th to 20th	Full Time	4 – 5 (5)	1s
Sept 21st Sat	Mrs Edwards Widcome	Replacing repaired head and wheel to windmill. C King. W Gingell 6 – 7am 12 – 4-15pm (5 ¼)	
Sept 23rd to 27th	Full Time	4 – 5 (5)	4s 11d
Sept 30th to Oct 4th	Full Time	4 – 5 (5)	1s
Oct 7th to 11th	Full Time	4 – 5 (5)	1s
Oct 14th to 18th	Full Time	4 – 5 (5)	1s
Oct 21st to 25th	Full Time	4 – 5 (5)	1s
Oct 26th	Calne Free Church	Removing gas fire and fixing stove. C King 12 – 12-45 (3/4)	6d
Oct 28th to Nov 1st	Full Time	4 – 5 (5)	1s
Nov 8th Fri	Calne Gas Co.	Erecting sheeting on roof over retorts. F Hyde. C King 4 – 4-30 (1/2)	6d
Nov 20th Wed	W Bridges, Broad Green (?)	Laying pipe from dairy to cow sheds with C King ½ for dinner 4 – 5 (1 ½)	
Nov 21st Thur	ditto	Ditto no dinner (1)	1s 9d
Dec 5th Thur	Mrs Taylor, Rowd	Cutting and screwing 5/8 rod from straw tier. C King 4 – 4-45 (3/4)	
Dec 6th Fri	Mowlem, Whitley	Lay pipe from Refrig. Overflow to meal house. C King 4 – 5 (1)	1s 10d
Dec 13th Fri		Foundry starts at 7 am. (1)	6d
Dec 30th	Bodman, Rockery	Replacing hand pump burst by frost. F	

Mon		Maundrell 4 – 4-45 (3/4)	
1936			
Jan 20th		Foundry late cast 4 – 5-30 (1 ½)	
Jan 21st		7am – 8 am (1)	Not paid for this
Jan 22ndt		7am – 8 am (1)	Not paid for this
Jan 23rd		7am – 8 am (1)	Not paid for this
Jan 24th		7am – 8 am (1)	Not paid for this
Jan 25th		7am – 8 am (1)	Not paid for this
Jan 27th		7am – 8 am (1)	
Jan 28th		7am – 8 am (1)	
Jan 29th		7am – 8 am (1)	
Jan 30th		7am – 8 am (1)	
Jan 31st		7am – 8 am (1)	
Feb 1st		7am – 8 am (1)	1s 4d
Feb 3rd		7am – 8 am (1)	
Feb 4th		7am – 8 am 4 – 4-30 (1 ½)	
Feb 5th		7am – 8 am (1)	
Feb 6th		7am – 8 am (1)	
Feb 7th		7am – 8 am (1)	
Feb 8th		7am – 8 am (1)	1s 4d
Feb 14th		Late Cast 4 – 4-30 (1/2)	6d
Feb 17th	Gough Timber Merchants, London Road	Dismantling old chimney on boiler. F Maundrell D Combes 4 – 5 (1)	Not paid for this
Feb 28th Fri		Late Cast 5 – 5-30 (1/2)	Not paid for this
March 6th Fri		Late Cast 5 – 5-30 (1/2)	6d

Here the diary finishes. John's grandfather, E. W. Maundrell (the owner of the foundry) died on the 30th March 1936 and John was moved from the works to work in the office along side his uncle Frank Maundrell who then took charge.

Appendix 5 – The Foundry at Agricultural Shows

In the late 19th century newspapers listed the exhibitors at local agriculture shows so we have a record of some of the shows where Maundrell and Woodward showed some of their products. No doubt there were other shows which were not reported.

1885	June	Wilts Agricultural Association Show	Trowbridge
1886	June	Bath & West Show	
1887	June	Wilts Agricultural Association Show	Swindon
1887	October	Frome District Ag. Soc. Show	Frome
1888	June	Wilts Agricultural Association Show	Devizes

After Woodward left the partnership, E.W. Maundrell continued to exhibit at agricultural shows.

1889	June	Wilts Agricultural Association Show	Westbury
1890	June	Wilts Agricultural Association Show	Marlborough
1894	June	Wilts Agricultural Association Show	Devizes
1895	June	Wilts Agricultural Association Show	Andover
1896	June	Wilts Agricultural Association Show	Trowbridge

A testimonial dated April 6th 1903 speaks of an elevator bought at the Swindon Show “last year”.

There is yet another testimonial dated April 8th 1908 which states that an elevator was purchased at the agricultural show at Portsmouth in 1906. E.W. Maundrell may have been at the show or it could have been one of their agents.

1909	June	Royal Counties Show	Reading

Photographs exist which show Maundrells at the following agricultural Shows:

1935	May 29th – June 2nd	Bath & West Show	Taunton
1937		Bath & West Show	Trowbridge
1937		Royal Counties Show	Reading
1938		Three Counties Show	Gloucester
1938		Royal Counties Show	Bournemouth
1939		Bath & West Show	Bridgewater
1939	June	Three Counties Show	Worcester

Further research would no doubt find many more show attendances.

Appendix 6 – Maundrell Drawings

Almost none of the drawings produced at the foundry have survived. Those that have survived date from 1949 to 1960 and are currently (2023) in the possession of Peter Buckeridge.

The following is a list of those drawings:

Title	Date	Customer
Swings for Quemerford Playing Fields	April 1949	*unknown*
Steel Staircase for Projector Room of Camp Cinema, RAF Compton Bassett	Nov 1950	Messrs Downing, Rudman & Bent Ltd. Chippenham
Bull Exercise Pen & Gate Roughleaze Farm	July 1951	Messrs. Hunt Bros. Heddington
Cinema Escape Ladders RAF Locking	Oct 1951	Messrs A.R. Raine & Co Weston-Super-Mare
Bull Pen Gate	Jan 1953	Mr H.K. Henly Sands Farm
Wrought dog grate	March 1953	Mr Leeming, Highway Farm
Fume Duct for Fish Fryer	Sept 1953	Station Engineer AMWD RAF Compton Bassett
Tubular Legs & Tray Slides for Dish Washer	Oct 1953	AMWD RAF Compton Bassett
Stands for Exhaust Fans on Chromating & anodic Tanks (& Sulphur Anodic Tank added March 1954)	Dec 1953	AMWD Melksham
Duct for Exhaust Fans on Chromating & anodic Tanks (& Sulphur Anodic Tank added March 1954)	Dec 1953	AMWD Melksham
Proposed Fencing & Gates	Jan 1954	Mr H.G. Goodwin Wayside Farm, Ethcilhampton
Tank to Fan Ducts for Chromating & anodic Tanks & Sulphur Anodic Tank	March 1954	Station Engineer AMWD RAF Melksham
Bucket Grain Elevator	Sept 1954	Mr Jeffs Monument Farm

Steam Collecting Canopy for 3 boiling Pans. Sgts. Mess Cookhouse	Dec 1954	Station Engineer AMWD RAF Yatesbury
Wheel & Pinion for Robinson Horizontal Saw 45T 14.324” Pcd 12T 3.820” Pcd	Jan 1956 Made by Greenwood Standard Gearcutting Co. New Bond Street, Halifax	Messrs Alfred Groves & sons Ltd Milton-under-Wychwood Oxon.
Ducting for Centre Outlet on NAAFI Call Order Equipment	May 1956	AMWD Melksham
Vent Duct for NAAFI “Call Order” Equipment	May 1956	AMWD Melksham
Outfalls Tipping Gear	1957	Calne & Chippenham RDC
Converting Boiler to Central Heating	Jan 1958	AMWD Colerne
Two: Air Ducts Officers Mess Tin Wash	May 1960	AMWD Yatesbury
Light Galvanised Vent for Fish Fryer. Y Lane Cook House	Sept 1960	AMWD Yatesbury

Appendix 7 – Calne Saluting Mortars

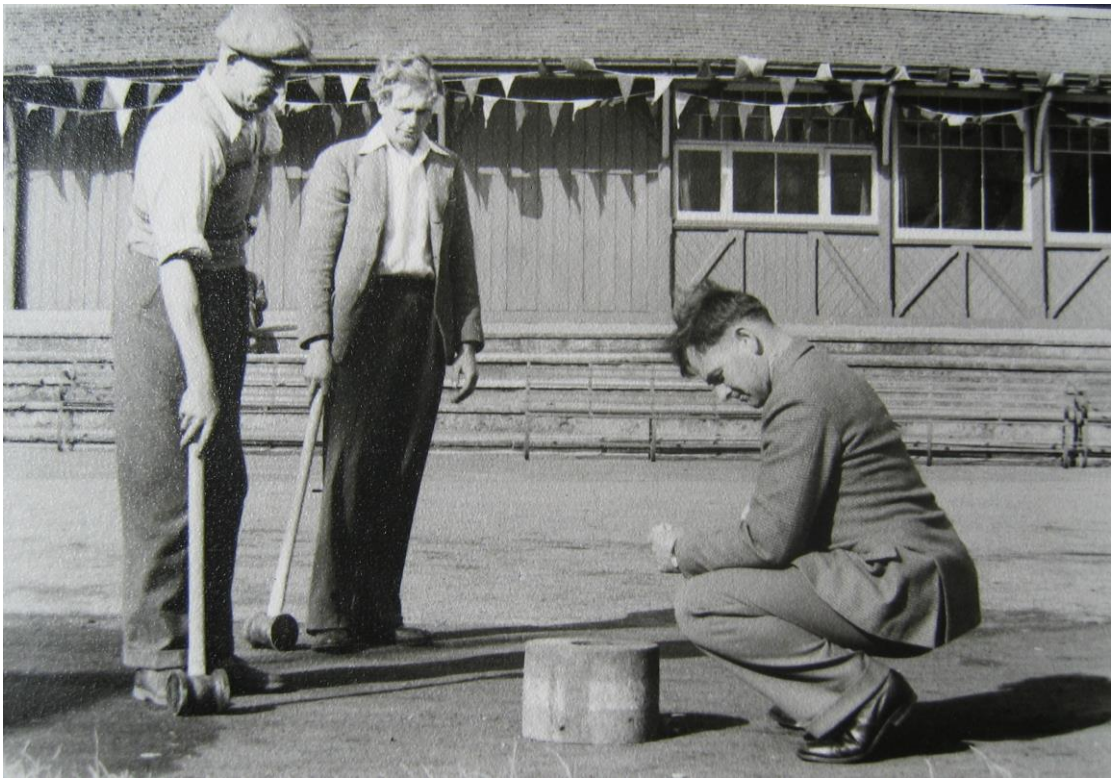
In 1887, Edward Maundrell produced Calne's Saluting Mortars to fire a salute on the occasion of Queen Victoria's Golden Jubilee. They were also used 10 years later for her Diamond Jubilee and for the coronations of Edward VII, George V, George VI and for Elizabeth II. All the salutes were fired on the Green in Calne except for the last in 1953 which for safety reasons took place at the recreation ground. Salutes were fired at around 7am and the whole town was awakened by the blast.

The mortars were made of cast iron and were about 15 inches in diameter and 9 inches high. Each shot required a teacup of granular gun powder and a turned, tapered, straight-grained, ash bung about 6 inches long, the small end of which was tapered to just enter the mouth of the mortar. The gunpowder was emptied into the mortar and the bung was driven home by two men using sledge hammers. Originally, a burning fuse was pushed through the touch hole to fire the powder - a dangerous operation indeed, but this was later dropped and a red-hot tapered steel rod was used instead.

There was an added hazard when the Ash for the bungs contained knots. The straight grained wood would normally disintegrate and cause no problems but the knot would not, causing some danger to both spectators and property when it returned to earth.

The following photographs were taken at the recreation ground in 1953.

The Gunners; left to right, David Coombs (Bung Inserter), Fred Zebedee (Touch Hole), John Buckeridge (Primer), Audley Coombs (Bung Inserter)



Preparing the Charge

Touching off the Charge